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388 • October 2005

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American Chopper Auction: OCC Aids Troops' Families

Meet The Jersey Devil

RANDY SIMPSON: Milwaukee Iron's Southern Steel Scoot

Inside The Wall Of Death

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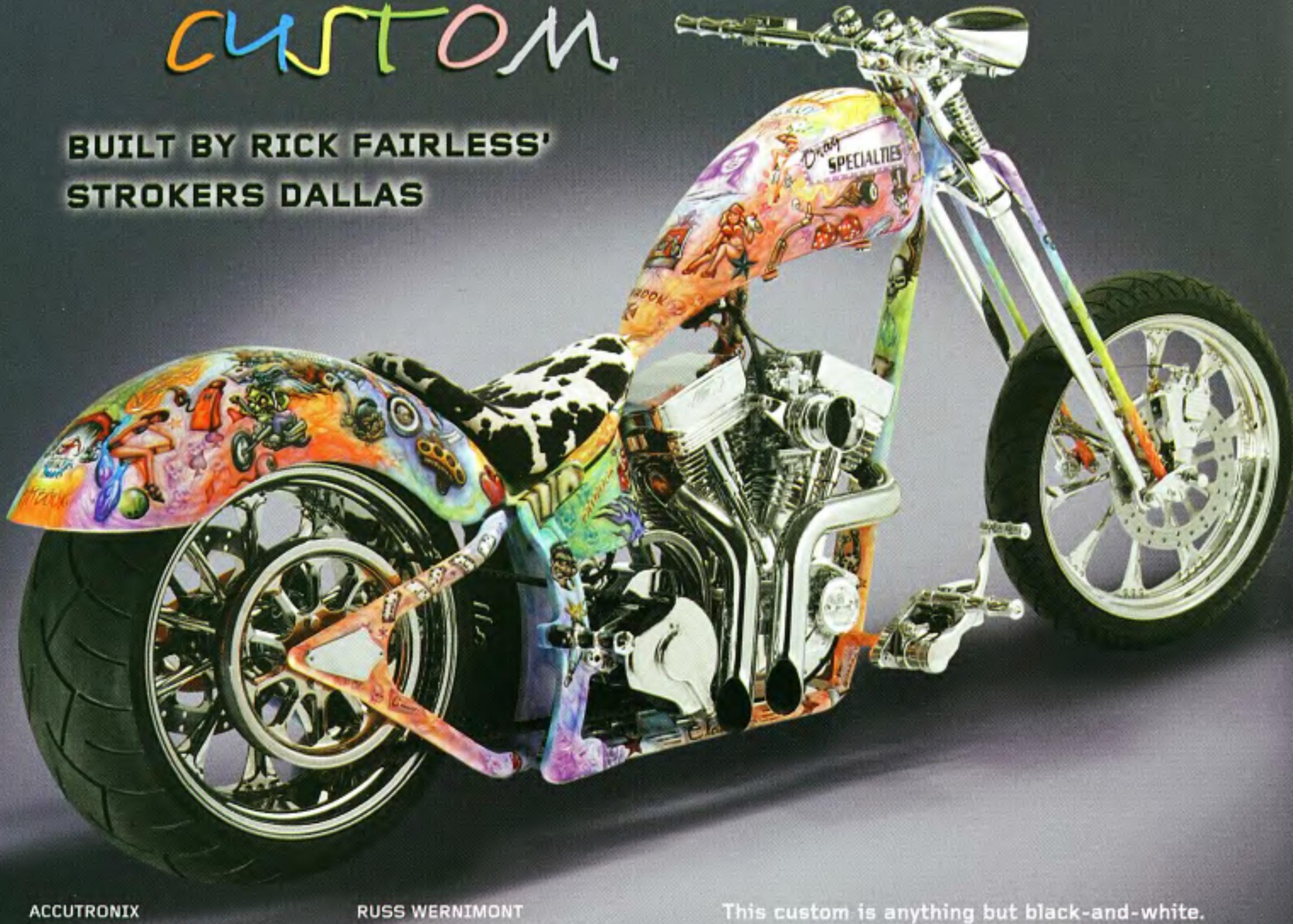

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TakingItEasy

A guy was arrested when he tried to cash a check he wrote to himself for $7,550. He had opened his account two weeks earlier, depositing over $171 in small bills. He said he was certain he had **plenty of money** in his account because in the interim he had also mailed the bank three checks for deposit: one for $250,000, one for $2 million, and one for $4 billion. (It seems to me that kind of money would cover a $7,550 withdrawal—don't you think?)

A DUI suspect put a handful of his own shit in his mouth in a brave attempt to **foil the Breathalyzer test.** But you don't need to bother to put this on your list of useful things to do in the event you're stopped—it didn't work.

Now here's some truly innovative thinking. A funeral home in Australia introduced a rental option for families that seem to have gotten over their grieving: a leather-upholstered, chrome-outfitted van, with a minibar and DVD player, so that the family can **relax on the way to the cemetery** (with room for the casket in back).

A restaurant in England had been given a less-than-stellar rating in which it was graded "borderline" for staphylococcus and listeria, along with other negative citations. But now it has straightened itself out and has been rated as one of the world's best restaurants. Two of their specialties are **"sardine on toast sorbet"** and "leather, oak and tobacco chocolates." (Make note to self: will have to make a trip to England.)

Two former entomologists (bug people, for those of you who don't know), in what they said was a show of respect, named three new species of beetles that feed on slime mold after President Bush, Vice President Cheney and Defense Secretary Rumsfield. **"We admire these leaders,"** said one of the entomologists, for their "courage to do very difficult and unpopular work of living up to principles of freedom and democracy...." The Agathidium bushi are found in Ohio, Virginia, and North Carolina, and the cheneyi and rumsfieldi are found in Mexico. (Don't ya think our fearless leaders are feeling proud to have these slime mold eaters named after them?)

It takes all kinds. About 100 aficionados of inserting 3-inch steel hooks in their skin and hanging from pulleys for minutes or hours at a time, attended a gathering in Rhode Island. Some comments from the participants: "It was euphoric. It was spiritual. I'd do it again today if I wasn't so sore." A woman, watching her boyfriend slowly swing, said, "Look at his face. **He's so serene.** We've had some really rough times this year, and he needed this really bad." And yet another participant said, "The first couple of times I didn't enjoy it. The first time I blacked out and one time I was convulsing. But the third time I got better. I wasn't blacking out any more." (Maybe he'll see God the fourth time around.)

We've all heard of Medicare fraud. Well, here's a guy who must have felt that most people were as stupid as he was—why else would he try such a scam? A physician was charged with 64 counts related to **Medicare fraud** based on billings for (among other improbabilities) two 70-hour days, one day with 131 house calls and 32 patient-visits... subsequent to their deaths.

We've alerted you to ridiculous check-cashing attempts in the past. Well, here's another one. A woman altered a check from an insurance company. The check was for $1 but she had badly **obliterated the amount** and had written in $4,000,000. She not only altered the check for such a preposterous amount, but she then took it to a neighborhood check-cashing shop. The job was so badly done that a judge gave her only a suspended sentence and probation. (Another bright bulb in our midst.)

A well known art auction house in New York City put on the auction block two pieces of art(?) by the same artist: One was **a penned squiggle** on a piece of paper (opening minimum bid: $20,000), and the other a white cube with, in the center of the top surface, a tiny speck of the artist's shit (opening bid: $45,000). The squiggle was bought for $26,400, but when the shit brought a top bid of only $50,000, the artist rejected it. (Ain't that some weird shit?)

Another instance of our tax dollars at work: "I don't think I've done more than two days' work in three years," said the N.Y. Liquor Authority's director of Wholesale Services. She said she was another example of how bureaucracies deal with **"problem" workers who are hard to fire.** She was exiled to an office with no work and no responsibilities. But she did continue to draw her $82,000 salary. She said this was in retaliation for raising a stink about the governor's prayer breakfasts and Jesus-laden mementos, which she said was discriminatory toward Jewish employees, such as herself.

The scheduled elections for town offices in a small town in Wisconsin never took place because, as the town clerk said, **"We forgot." (Oops!)**

Now here's a frail human being. In Canada, a hair stylist was awarded the equivalent of $270,000 (U.S.) by a court after he testified that he became racked with depression upon seeing a fly inside a commercial bottle of water at his salon. Presumably, damages would have been more if he actually drank from the bottle (or even opened it). As it was, he and his wife vomited and he required **extensive psychotherapy** for nightmares, loss of sense of humor, increased argumentativeness, lack of desire to shower regularly and constipation. (I'd say it was hardly worth living any more, wouldn't you?)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 388 • OCTOBER 2005

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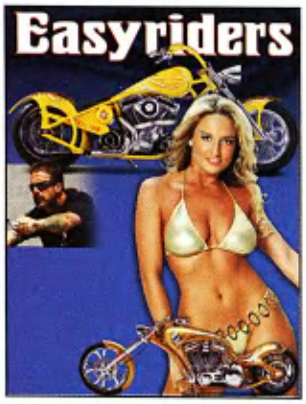

Eddie Trotta chop and Cheri shot by Don Rogers. Milwaukee Iron scoot by Brad Patton. Special imaging effects by Bryan Ferguson.

The next liver-quiverin' issue goes on sale October 4th, 2005. **Printed in the USA.**

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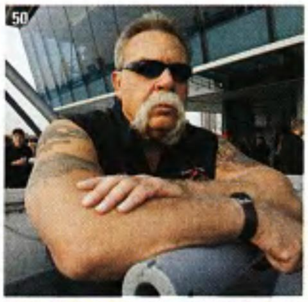

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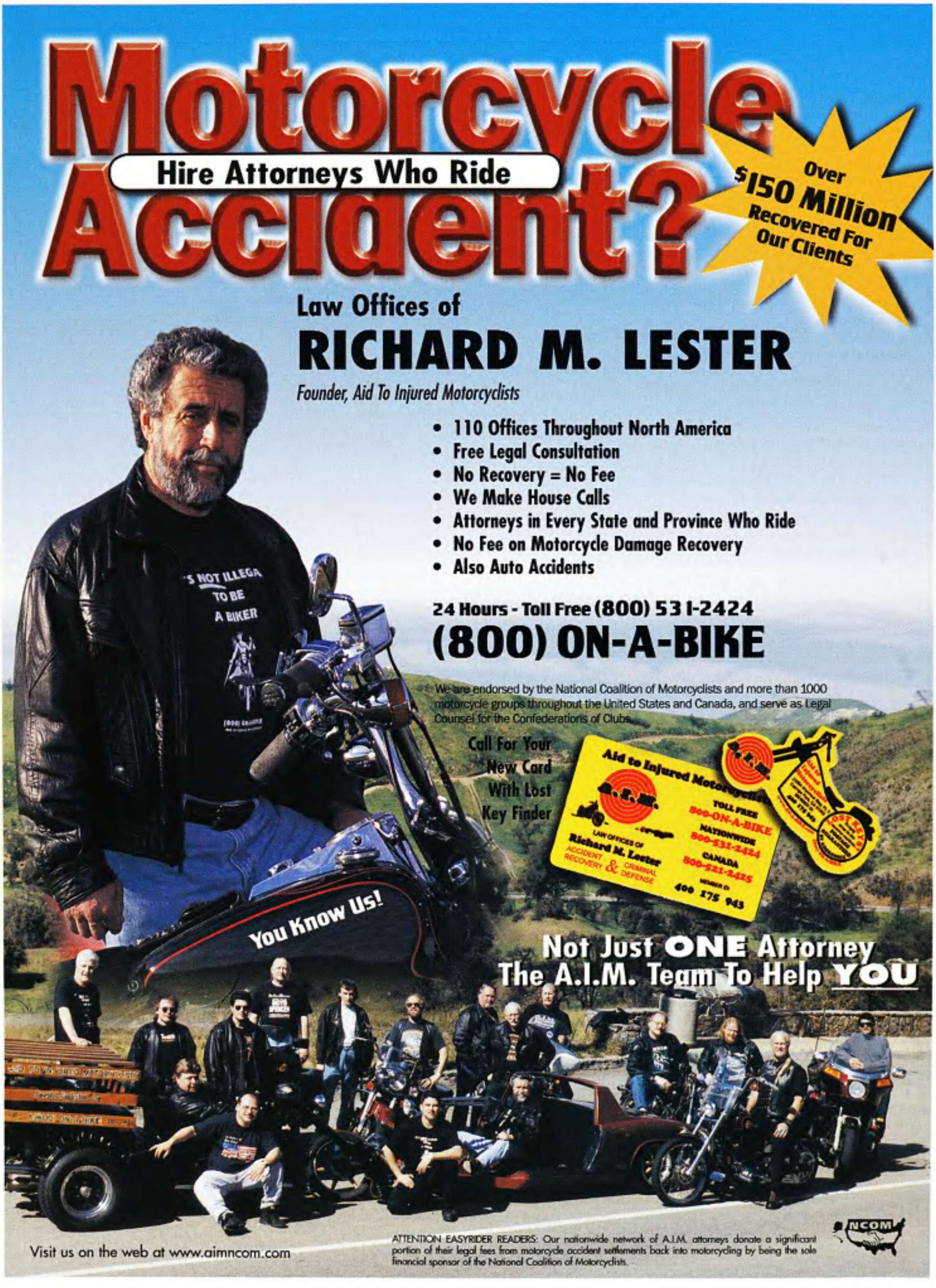
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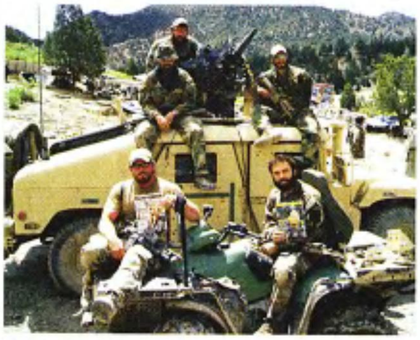

Morale Booster

I just wanted to send you a photo and thank you for the great magazine. One of my buddies back in the states sends me packages of *Easyriders*, which are great for our morale. Every time I look at your magazine it reinforces my beliefs in why we are fighting here.

This photo was taken on a break from building a new ANA (Afghan National Army) base camp. The people in it are the U.S. Army Special Forces, a U.S. Navy SEAL and an Air Force STS. Because of our job and security issues, I can't give you names.

Thanks again for your great publication.

Dave
Afghanistan

Thanks for the photo Dave (if indeed that is your real name). Come home safe.

Oh My God

Unbelievable, fantastic, tantalizing, sensational, delicious, mesmerizing, gorgeous, outstanding and mind-blowing are all the words that describe the beautiful Nicole posing with Asphalt Ballet in the July issue. She is one of the most beautiful women I have ever seen and probably the most beautiful you have ever had in your terrific magazine. Where can I see more of this enchantress?

By the way, the bike ain't bad either.

JT
Trumbull, Connecticut.

You could stop by the offices here. We adopted her as a house mouse.

Acknowledgment To Andy

Yes, Andy, now we're even. Your response reminded me that in my last letter last January I may have violated one of the principles I try to live by—that it's critical to express and exchange ideas and engage people in dialogue without criticizing the individual person. This is a great country—the best! And at least we can both celebrate the freedoms that we have, including the opportunity to have opinions and perspectives published by magazines we all enjoy—like *Easyriders*.

At any rate, best wishes with your bike, ride safe and have a great life!

Don
Illinois

Springer Front Ends

I've been reading your magazine for a while now and have been patiently waiting for you guys to test ride a Harley-Davidson Springer. I was happy to see you're going to next month. Thanks a bunch!

Do me a favor and after riding it, tell us how it rides. I can see all the parts that make it up but want to know how different (or inferior) the Springer front end is. Negatives I've been told about the Springer are that they are stiff, then loosen up too much (creating constant bouncing or pogo sensations), have some funny (not so funny at the time) weight transfers going on when you hit a bump on turns, and that they rust on the inside and there's nothing you can do about it. I realize some of the above may apply to low-end aftermarket front ends—I don't know. I was told by a builder that if you maintain it, replacing the bearings and races when necessary, it will stay tight. Most of my advice has come from guys who ride Harley touring bikes and baggers, so, being more of a minimalist myself, I'm considering the source.

Compared to the 2002 Sportster 1200 Custom I've been on for the three years now (and which I still like), any Softail is probably gonna feel good to me. I just don't want to lay down the kind of jack a new Springer will cost me and find out a few months from now that the front end's feeling squirrelly and turning a lovely orange.

I'd appreciate all the feedback you guys can muster. Keep up the excellent work.

Doug Ridenour
Arlington, Texas

First off, properly maintained, Harley's Springer on their FXSTS doesn't rust or pogo. The ride is a touch stiffer than an FXST offering a Wide Glide front end. The only way to find out if you like the Springer is to go out and ride one. Harley has many locations to test ride these on your own.

Words From a Graybeard

I read my first *Easyriders* in 1972, and four months later I got my first Harley. Looking at the fantastic bikes you feature each month has sure given me some great ideas on how to get my scoot to look just how I always dreamed it should look. They say everything starts with a dream and what better place to get that dream from than by reading *Easyriders*.

Although I now ride a 1987 Low Rider, a whole bunch of bros over here in England, and I, still believe a Harley flathead is where it's at. So how about giving us graybeards a real treat and feature a photo of a foxy chick on a WL45?

Terry (the Fixer)
Chelsea, London, England

It ain't easy to find either (the fox or the WL), but we'll see what we can do.

2002 Sporty Softail

Here is a photo of my wife Elise's bike here in Cape Cod, Massachusetts. We've ridden to Sturgis, the Florida Keys, Harley's 100th, Daytona and Laconia on this machine.

The bike started out as a 1986 883 Sportster. We had it converted to a 1200. We then put the motor in a 2002 Mark Rowe frame. The motor was then rubber-mounted in a hidden-shock frame. She had the bike completed for Sturgis 2002.

It would be great if you could get at least one photo of the bike in your mag. She really digs this machine.

Cyberspace

It's Stunning

I practically dropped my June '05 issue of your mag to the ground out of sudden shock and amazement when I turned to Eddie Trotta's *Biker Build-Off* chopper with the two blonde twins pictorial. That bike's absolutely stunning!

Chris Fiegehen
Carson City, Nevada

The twins were finger-lickin' good too.

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Chica's ***Build-Off*** Fire Ball

Hard, Fast And Crazy

Whether or not it seems logical to force a builder to create a custom sled from scratch in 10 days for the sake of the Discovery Channel's *Biker Build-Off* TV series, one thing that emerges as true is the tenacity of the builders. Do they come any more tenacious than Chica? We'll let you argue that point, but when ya look over the Fire Ball you'll soon realize just how much tenacity can drive a project such as this to completion in 10 days.

Actually, according to Chica this bike only took nine-and-a-half days, but

who's counting? With his now-former right-hand man Johnny Chop and dedicated crew on the project, there was never any doubt that they'd make the 10 day deadline.

Still, all that work in such little time created an atmosphere of madness. As Chica put it, you have to, "Work like a fireball," to get something like this done in such a short period of time. Thus, the name stuck and became a rallying point for everyone during those hectic days.

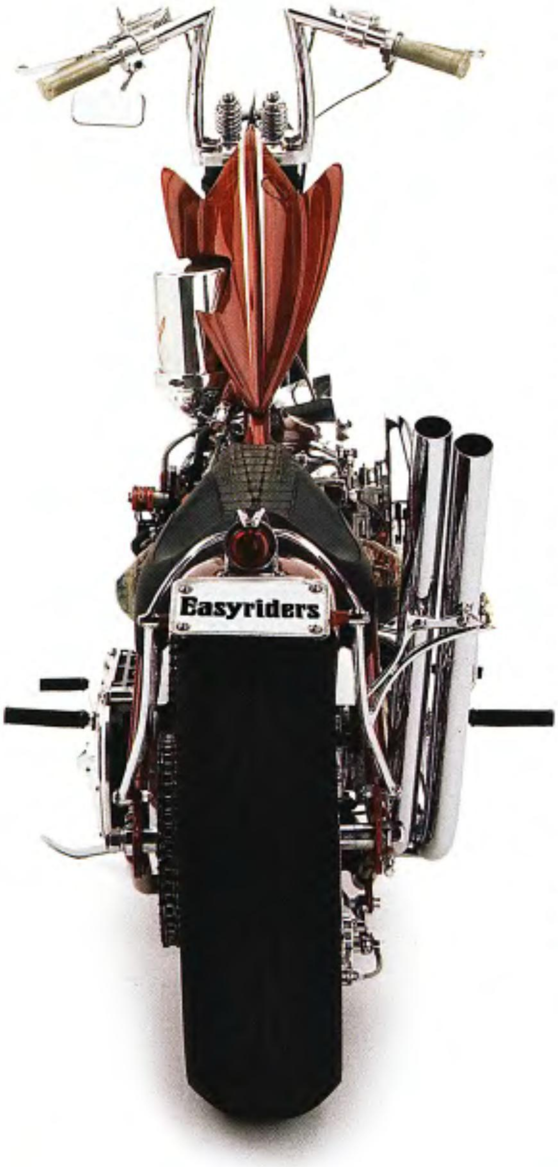
Building a bike in 10 days is hard, fast and crazy and as the days zip past, life takes on the same characteristics. You need energy to pull this off. Somewhere in the mix this became part of the bike's theme as well.

Humans can get their energy zing in many forms and so the Fire Ball was given one of its own in the form of a nitrous oxide system. True to Chica's style, even the bike's oil tank is outrageous—it's glass. It kinda leaves you thinking that it's full of something strange and wicked. Seems Chica is as good at developing his themes as he is at creating mind-bending motorcycles.

It's nice to see a shovelhead motor in a custom these days, they sound different, they look different and they're just plain cool engines. The Fire Ball just wouldn't

be the same with a newer-style powerplant and with its Joe Hunt magneto the engine ties the bike together in a true dose of the style that put custom bikes on the map decades ago. Kudos to S&S Cycle for bringing this classic motor back to life for builders everywhere.

Funny, isn't it, that after evolving past this style into today's realm of absurd rear tire sizes, behemoth engines and cookie-cutter styling, that everyone's clamoring to build an "old-school" sled. For Chica, style is up to the individual builder, but for him old-school bikes are the only style to build. Seems things really do come around full circle...like a fireball. —*Wordman*



GENERAL
Owner: Chica
City: Huntington Beach, California
Designer: Chica and Johnny Chop
Fabrication: Chica and crew
Year and make: 2004 Chica
Model: Fire Ball
Assembly: Chica and crew
Time: 10 days (no shit!)
Chroming: California Polishing

ENGINE
Year: 2004
Model: S&S shovel
Rebuilder: Chica
Ignition: Joe Hunt magneto
Displacement: 93 cubic inches
Lower end: Chica
Balancing: Chica
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S Super E
Air cleaner: Johnny Goodson
Pipes: Johnny Chop

TRANSMISSION
Year: 2004 Baker 6-in-a-4
Shifting: foot

PAINTING
Painter: Rick Walker
Color: blood red candy flake
Type: House of Kolor

FRAME
Year: 2004
Builder: Chica
Type: single-downtube rigid
Rake: 35 degrees
Stretch: 5 inches
Shocks: none

ACCESSORIES
Bars: Chica
Handlebar controls: Performance Machine Contour
Fender(s): Chica
Headlight: Chica
Taillight: Sparto
Speedo: none
Pegs: Performance Machine
Gas tank: Johnny Chop
Oil tank: glass
Oil system: split rocker boxes
Primary cover: Performance Machine
Seat: Saddlemen
Grips: Super Sixties

FORKS
Type: Paughco Springer
Extension: 3 over
Builder: Paughco

WHEELS
Size: 19-inch front, 18-inch rear
Type: Performance Machine custom
Tires: Avon
Brakes: Performance Machine
Other special modifications: modified rocker boxes
Photos: John Wycoff

Some say TV adds pounds, Easyriders TV adds **torque**.

Easyriders TV

Coming to Speed Channel November 15, 2005.

Tune in to **win** the bike. Now that's **torque!**

PartsBox

STAINLESS STEEL PIPES BUILT YOUR WAY

Stainless Creations, which specializes in building custom-shaped V-twin exhaust pipes entirely out of stainless steel tubing, recently added the Disorder to their Signature Series line. Stainless Creations' new Disorder pipes are available for left- or right-side drive applications. They are built to fit a variety of models including American big twins, Sportsters, bikes using up to 360 tire setups, and motors up to 155 inches in displacement.

Stainless Creations; 660-727-2332; www.stainlesscreations.net

BALLNOSE-STYLE CRUISIN' PEGS

Aeromach has a highway peg system that's ideal if you are a rider whose legs are either too short or too long to use a crash bar-mounted highway peg.

CNC machined from 6061-T6 billet aluminum, the Cruisin' Pegs are chrome plated and are designed to mount to the underside of the OEM floorboards. They work with or without the factory crash bar. The Cruisin' pegs come with stainless steel hardware, a reinforcing plate and pictorial instructions.

Aeromach Mfg.; 800-990-9392; www.aeromachmfg.com

HOTMATCH PIMP SLAP PIPES

The new HotMatch Pimp Slap pipes are a single-wall, 2-inch-diameter radial pipe constructed of 14-gauge steel. They feature a reverse curve on the tips that flair up and out and fit both right-side drive and conventional builds.

The Pimp Slaps are designed to fit any Softail application, Twin-Cam or Evo. No mounting brackets are necessary and heat shields will be available soon. "These pipes are designed to look good from every angle, not just from the side of the bike," says back-to-back *Biker Build-Off* champion, Matt Hotch.

HotMatch; 714-680-4362; www.hotmatchcustomcycles.com

3-D CUSTOM WHEELS

Made in the USA using cutting-edge pressure cast technology, PCA Industries' Godfather custom wheels have the show-stopping looks and attitude of more expensive CNC machined units at a fraction of their cost.

Available in sizes 21 x 2.15 for front applications and 18 x 8.5 for the rear, the

Godfather wheels come with chrome plated billet aluminum hubs to fit 3/4-inch or 1-inch wheel axles. Hubs are designed to fit 2000-and-newer Harley-Davidson factory brake rotors and will accommodate both single and dual front rotor applications. An optional matching rear drive pulley is available for the Godfather wheel. The Godfather wheels retail for $1,599.

PCA Industries; 800-500-7815; www.chroming.com

KÜRYAKYN SILVER BULLETS TURN SIGNALS

Küryakyn extensive line of sleek designs includes these universal minibullet lights that can be used as marker lights or auxiliary turn signals. Their intensity greatly exceeds their small size, Küryakyn says.

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on any of our rim sizes.
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info@xtrememachineusa.com

Each style, smooth or grooved, is available with red or amber LED lights. The power lead exits the light through the center of the hollow mounting bolt to provide a very sanitary installation.

The Silver Bullet lights measure 1 1/4 inches in diameter, are 3 inches long, with a 3/8-inch stand-off. They retail for $69.95.

See your Küryakyn dealer or go to www.kuryakyn.com.

RC COMPONENTS' SINGLE-DOWNTUBE FRAME

The engineering department over at RC Components has recently come up with a series of motorcycle components such as a single-sided swingarm and a drop-seat frame. Rounding out the arsenal of new designs is the company's all-new curved, single-downtube frame. This frame is made from 1 3/8-inch steel tubing throughout and 1 3/4-inch tubing for the curved downtube. It's offered with any style of RC swingarm (including the new 300 Phantom) and also comes as a rigid. All RC Frames are available in almost any rake and stretch and are all setup for late-model American V-twin motors.

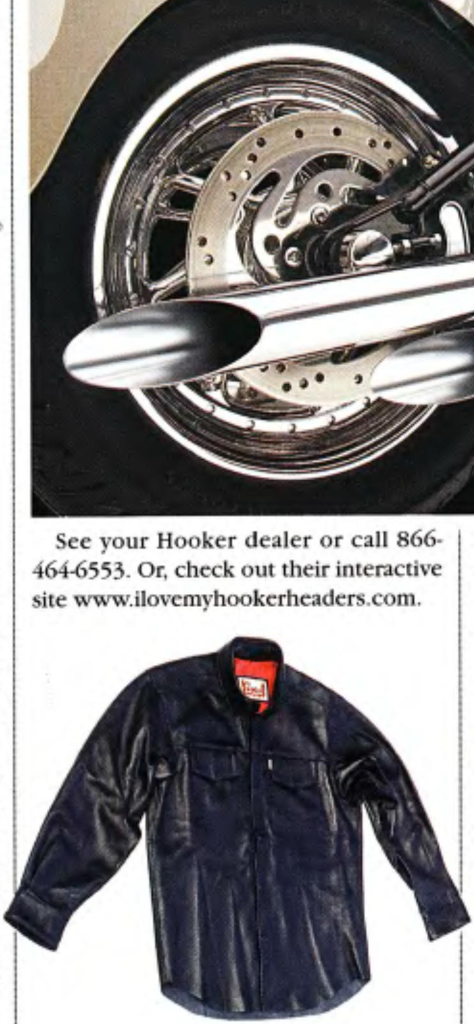
RC Components; 270-842-6000; www.rccomponents.com

SIDE SLASH REBEL DRAG PIPES

These Hooker tuned pipes feature ceramic-coated, stepped internal head pipes to increase horsepower and torque with a huge 2 1/2-inch outer chrome pipe for the "big tube" look with no visible bluing This innovative design eliminates the low-midrange torque loss that goes with other brands of large diameter straight pipes, Hooker says.

All Hooker exhaust systems come with new gaskets, chrome flanges, C-clips, machined chrome brackets, hardware, and muffler cartridges that deliver the sought after deep rumble among Harley owners. Optional muffler cartridges are available offering either a smooth mellow sound or loud sound with improved flow.

See your Hooker dealer or call 866-464-6553. Or, check out their interactive site www.ilovemyhookerheaders.com.



LIL' JOE'S LEATHER

This leather motorcycle vest is designed after the cutoff denim vest and is made from full-grain, supreme cowhide and black Cosmo flight suit lining. Each vest has a large inside leather-lined pocket, two outside leather-lined pockets and heavy-duty hidden brass snaps. The vest is available with a 1-inch collar and retails for $199.95.

The elegant and form-fitting motorcycle jacket is made from black, heavy, full-grain hide with Cosmo flight suit lining, all-leather inside pocket and exclusive, black-on-black unbreakable zippers at cuffs, plus two hip pockets, sides and front.

Lil' Joe's Leather; 888-663-7063; www.liljoesleather.com

SUMAX HUGGER FENDER

Sumax' new Hugger front fender is made of composite glass—making it lighter, yet much stronger than conventional fiberglass, Sumax says. A finish of a premium grade primer gel coat makes these fenders ready to sand and shoot. This new Hugger design is available for narrow front ends running a 100/90, 19-inch tire with a mounting tab width of 4.5 inches. It retails for $129. Wide front ends running 130/90, 16-inch tires are available in two mounting tab widths: 6 inches and 6.5 inches. It retails for $139.

Sumax; 800-654-5546; 315-768-1058; www.sumax.com

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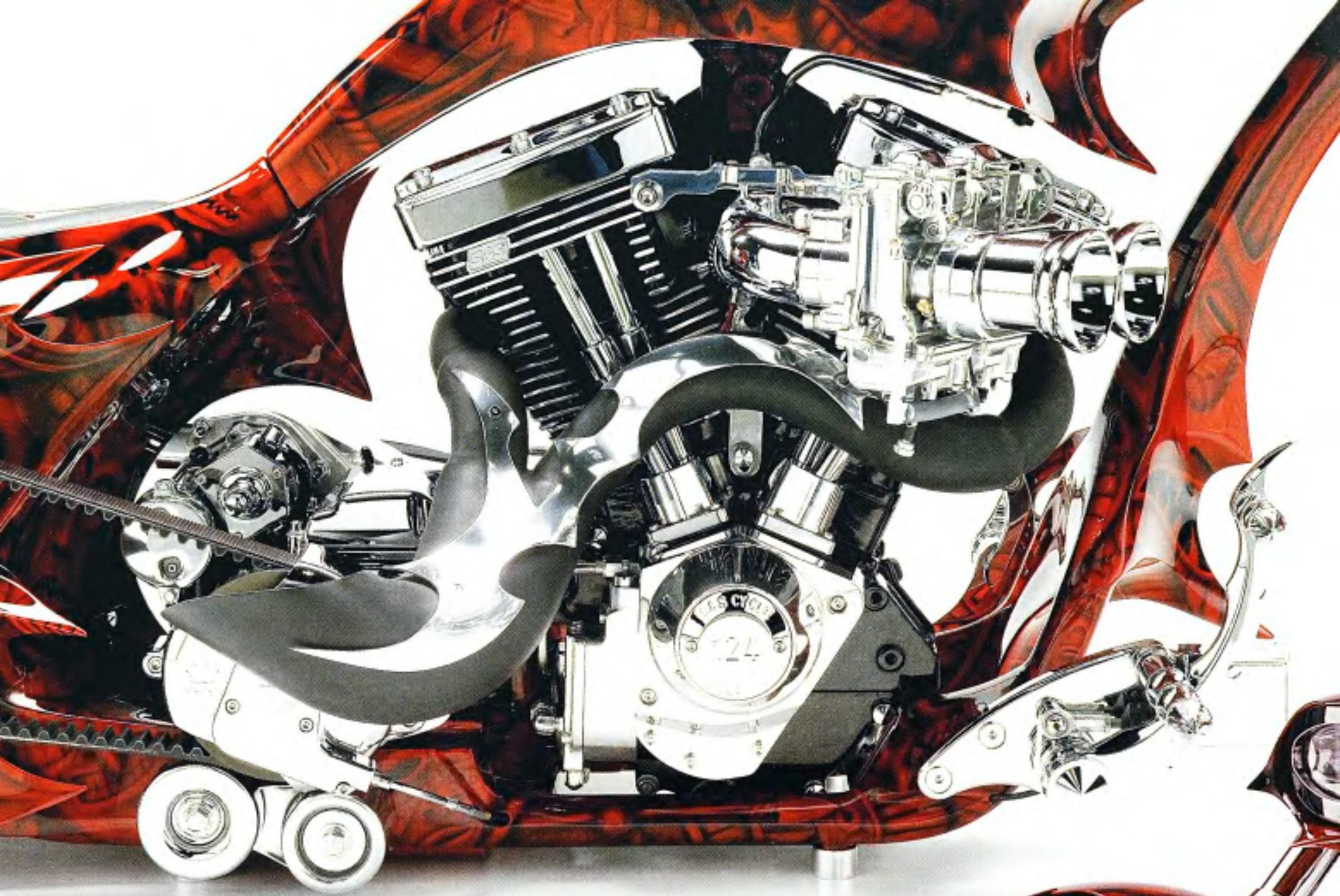


Hula Girls At The Bar . . .

Tiki Torches At Twilight

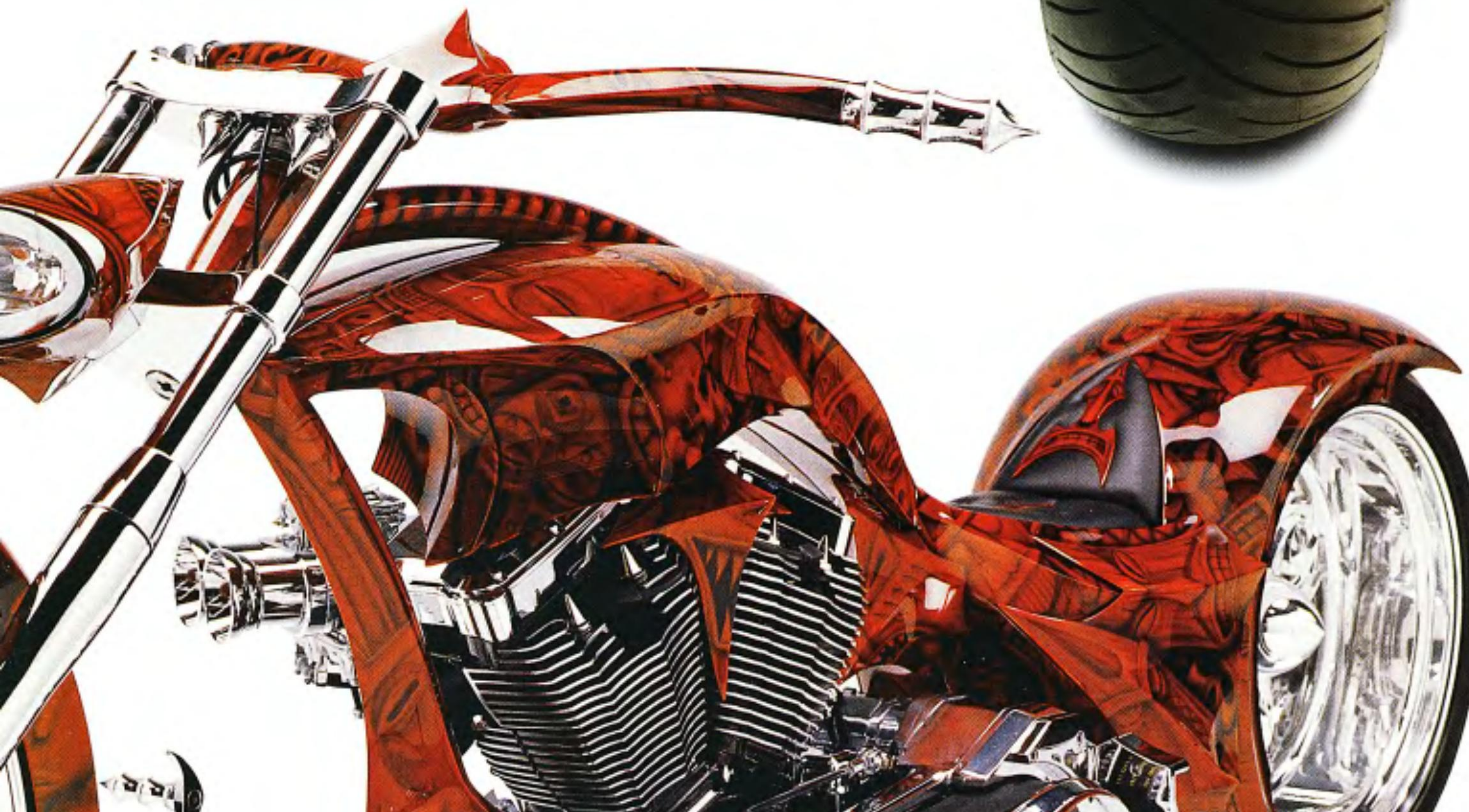
Not familiar with the name DuSold Designs? Plenty of pro-builders are and have been for years. See, Mike DuSold's quietly taken care of their paint and fabrication work, keeping it all in the background. Mike's Lewisville, Texas, shop, just outside Dallas, is the best-kept secret in the industry.

"For years we've done a lot of the fabrication, paint and graphics work for some big-name, high-profile guys," Mike says, but of course he's never taken any credit for what he's done. That changes right here.

"Voo Doo" is Mike's first-ever build unveiled under his own name. "We put this one together," he says, "just to show folks that, yeah, DuSold Designs can build complete motorcycles, too—with no doubt about who did what."

Mike is just 30 years old, but says he's been doing this sort of work forever. Growing up around his father's body shop, he had his first dirt bike when he was just 4 years old and custom painted his first Harley when he was 13. "When I was building this bike I was determined to look at every part of it with a fresh view," Mike explains. "I wanted to try and do all the things I hadn't seen done before on any of those commissioned bikes we've worked on." And everything, of course, was built from scratch in-house at DuSold Designs.

The fenders, the handlebars, that wild gas tank that transitions from below the backbone to above it, the cool side covers and the completely



revamped Redneck Curves frame are all by DuSold Designs.

Mike also fabricated the entire suspension system for the bike, front and rear. At the rear he actually made the shock himself, starting with a Monroe automotive piece. His system is, in essence, an air-suspension from a car converted to motorcycle application. "I had a custom truck with an air-suspension system

and I could lay the frame right on the ground," Mike says. "I wanted to match that with this bike."

After researching what's available in the motorcycle aftermarket Mike realized he'd have to build his own system to get what he wanted. He converted the Mean Street front end to air-suspension as well. "It's probably one of the only Mean Street front ends ever converted to air," Mike says. The complete system includes an on-board compressor and an in-frame air tank. And it sits right down on the ground. The bike doesn't even have a kickstand.

Continuing with the chassis, Mike used the rear half of an RC Components single-side swingarm and made the front half himself. He designed the wheels, too, and EgoTripp cut them. The design is the DuSold Designs logo.

Given the stretched frame and all that suspension travel, the drive belt here is extra-long, a 150-tooth piece. The length required a separate tensioner and once again Mike turned to automotive parts. The tensioner, mounted low on the right side of the bike, is a modified truck part. As intricate and mechanically complex as all this is, Mike still completed the bike in three months time. "I didn't get to sleep much, though," he says. In that time frame? No kidding.

The wild paintjob covering all this is, as Mike says, "Island inspired. It's tribal, but authentic tribal." He says he has 125 hours in the airbrush work alone. The base color is a metallic red and then Mike went over that with his multi-toned airbrush work, covering that with a light coat of candy tangerine before burying it all in multiple coats of clear.

First time out Mike's Voo Doo won the Rat's Hole Show in Daytona, Florida, then he won at the Easyriders Bike Shows in Houston and Atlanta and was named "Best of Show" in Chicago. DuSold Designs can, indeed, build a custom motorcycle.

For more information on amazing Mike call 972-221-1455 or visit his Web site at Dusolddesigns.com. *—Joe Kress*

GENERAL
Owner: Mike DuSold
City: Lewisville, Texas
Designer: Mike DuSold
Fabrication: DuSold Designs
Year/make: 2004 DuSold
Model: Voo Doo
Assembly: DuSold Designs
Time: 3 months
Chroming: Show & Go Plating

ENGINE
Year: 2004
Builder: S&S
Displacement: 124 cubic inches
Ignition: Spyke
Cam: S&S
Carb: dual Mikunis
Air cleaner: stacks
Pipes: DuSold Designs

TRANSMISSION
Year/make: 2004 Prowler
Shifting: 6-speed

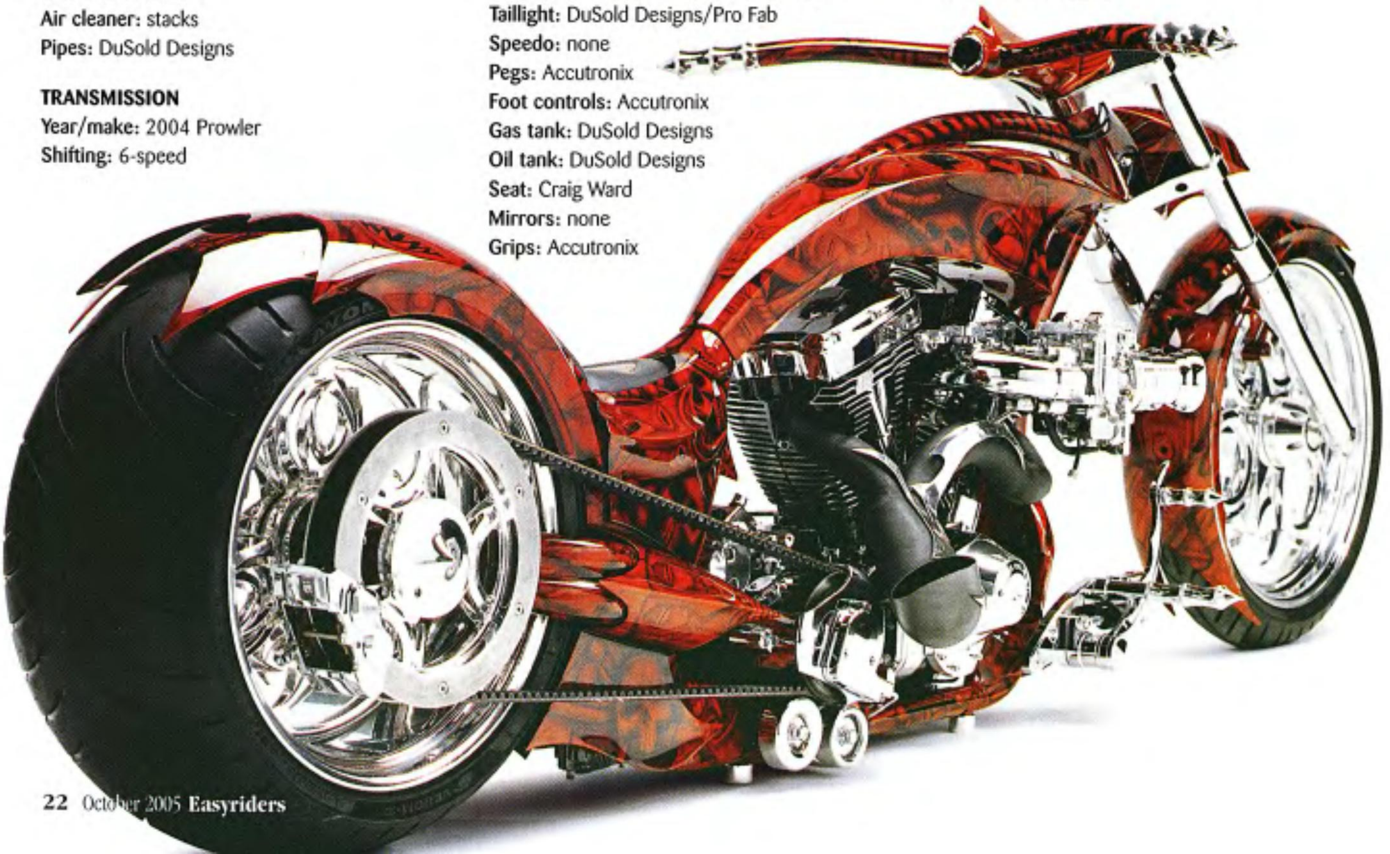
PAINTING
Painter: DuSold Designs
Color: Tiki
Type: House of Kolor

FRAME
Year/make: 2004 Redneck Engineering/ DuSold Designs
Type: air suspension
Rake: 48 degrees
Stretch: 11 inches, total
Shocks: custom

ACCESSORIES
Handlebars: DuSold Designs
Handlebar controls: integral
Fenders: DuSold Designs
Headlight: DuSold Designs/Danny Day
Taillight: DuSold Designs/Pro Fab
Speedo: none
Pegs: Accutronix
Foot controls: Accutronix
Gas tank: DuSold Designs
Oil tank: DuSold Designs
Seat: Craig Ward
Mirrors: none
Grips: Accutronix

FRONT END
Type: conventional, 6 over
Builder: Mean Street/DuSold Designs

WHEELS
Make: EgoTripp
Size: 3.25 x 21, 10.50 x 18
Tires: Avon, 300-rear
Brakes: RC Components
Photos: Don Rogers



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16 x 3.5 6
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Happenings

ALABAMA
Ride For Kids
Date: Sep. 25
Place: Birmingham
Info: 800-253-6530
www.ride4kids.org

ARIZONA
Page Octoberfest
Date: Sep. 29-Oct. 2
Place: Lake Powell
Info: 928-645-5775
www.pageoctoberfest.org

Bike Show/Rodeo
Date: Oct. 1
Place: Young's, Dewey
Info: 928 771-0380
www.abateofaz.org

Annual YUBAD Rally
Date: Oct. 1
Place: H-D, Yuma
Info: 928 782-7575

Extreme Biker Games III
Date: Oct. 1
Place: Huns MC, Winkelman
thehunsmcmammoth.com

Biketoberfest
Date: Oct. 7-8
Place: Verde Valley
Info: 928-639-4675

Agent Orange Ride
Date: Oct. 8
Place: Evolution Custom Cycles, Tempe
Info: www.silverrose.org

East Meets West
Date: Oct. 8-9
Place: Scottsdale
Info: www.eastmeets west2005.com

Bridge City Bike Rally
Date: Oct. 14-16
Place: Lake Havasu City
Info: 800-200-4557
www.road-shows.com

Easyriders Bike Show
Date: Oct. 15
Place: Phoenix
Info: 800-962-9857
easyridersevents.com

Ride For Kids
Date: Oct. 16
Place: Phoenix
Info: 800-253-6530
www.ride4kids.org

Rip's BAD Ride Arizona
Date: Oct. 23
Place: Casa Grande
Info: 520 795-3711
www.diabetes.org

Motorcycle Swap Meet
Date: Oct. 31
Place: Grand Inn, Peoria
Info: 602 434-9581

ARKANSAS
Bikes, Blues and BBQ
Date: Sep. 28-Oct. 1
Place: Fayetteville
Info: 479-957-8947
bikesbluesandbbq.org

Backyard Bash
Date: Oct. 6-8
Place: Mammoth Springs
Info: 870-625-7501
www.arkansascanoe.com

Toy Run/Bike Show
Date: Oct. 15
Place: Malvern
Info: 501-332-7101; 870-678-3049; 501-337-4803

ABATE Show & Swap
Date: Oct. 16
Place: Harrison
Info: 870-715-7174

CALIFORNIA
Fryed Brothers Party
Date: Sep. 9-10
Place: Leggett
fryedbrothersband.com

VNV End Of Summer Bash
Date: Sep. 10
Place: Rancho Dominguez
Info: 310-713-6464

Cycle Show & Swap Meet
Date: Sep. 18
Place: Vallejo
Info: 800-875-0068
www.toppingevents.com

Cycle Show & Swap Meet
Date: Sep. 25
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

El Camino Show & Swap
Date: Sep. 24
Place: Torrance
Info: 805-646-9566
batorinternational.com

Annual Heart Ride
Date: Oct. 1-2
Place: Harrah's, San Diego North County
www.www.heartride.org

The Blue Steel Run
Date: Oct. 2
Place: H-D, Harbor City
Info: 310-618-6392

American Heat
Date: Oct. 7-9
Place: Palm Springs
Info: 775-329-SHOW
www.road-shows.com

Golden State Rendezvous
Date: Oct. 7-9
Place: Tulare Fairgrounds
Info: 805/641-2334
www.abate.org

Big Bike Weekend
Date: Oct. 7-9
Place: Redding
Info: 800-874-7562
bigbikeweekend.com

Cycle Show & Swap Meet
Date: Oct. 23
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

Griffith Park Sidecar Rally
Date: Oct. 23
Place: Griffith Park
Info: 818-780-5542
www.sidestrider.com

Harleyween
Date: Oct. 28-19
Place: Anaheim
Info: 775-329-SHOW
www.road-shows.com

Easyriders Bike Show
Date: Oct. 29
Place: San Diego Convention Center
Info: 800-962-9857
easyridersevents.com

COLORADO
Mile High Eyeball (Tent)
Date: Sep. 16-18
Place: Eastern Slope
Info: 319-364-2393
www.eyeballreunion.com

Annual Toy Run
Date: Oct. 2
Place: High Country Cycles, Colorado Springs
Info: 719-633-5392
pro-promotions.com

Suck, Squeeze, Bang, Blow End of Season Run
Date: Oct. 9
Place: Parker
Info: 303-840-0972
www.southsidecycles.com

CONNECTICUT
Annual Kick-It Ride
Date: Sep. 25
Place: Marcus Dairy, Danbury
Info: 203-563-1511

Super Sunday Fall Finale
Date: Oct. 2
Place: Hartford
Info: 860-354-5110
supersundayonline.com

Annual Pa's Ride
Date: Oct. 9
Place: Clinton
Info: 860-577-8088
www.pasride.com

M/C Swap Meet
Date: Oct. 23
Place: Stafford Springs
Info: 860-875-7768
staffordmotorspeedway.com

DELAWARE
Annual Octoberfest
Date: Oct. 9
Place: Wilmington
fourseasonsmc.com

MAV Halloween Party
Date: Oct. 29
Place: Price's Corner
motorcycleaccident victims.org

FLORIDA
Key West Poker Run
Date: Sep. 16-18
Place: Miami
Info: 305-292-1177
www.harleymiami.com

Thunder Beach Fall Rally
Date: Sep. 22-25
Place: Panama City
Info: 850-276-1474
thunderbeach productions.com

Spooks n' Scoots
Date: Oct. 7-9
Place: ABATE, Hillsborough County
Info: 813-626-0589
abateflorida.com

Suwannee Bike Rally
Date: Oct. 13-16
Place: Jasper
Info: 386-792-1777
www.eventsbyhogan.com

Biketoberfest
Date: Oct. 20-23
Place: Daytona Beach
Info: 866-296-8970
www.biketoberfest.org

GEORGIA
Southern Rock Thunder
Date: Oct. 7-9
Place: Milledgeville
Info: 478-453-7057
milledgevillethunder rally.com

Ghosts, Ghouls & Goblins Poker Run
Date: Oct. 30
Place: ABATE Dist. 8
Info: 706-592-1015

HAWAII
Annual Oktoberfest
Date: Oct. 16
Place: Satan Brigade MC
Info: 808-383-1782

Mo'opuna MC Shriners Run
Date: Oct. 23
Info: 808-368-0748

IDAHO
Annual Toy Run
Date: Oct. 1
Place: Wood River Valley
Info: 208-788-1642

ILLINOIS
Swap Meet & Show
Date: Sep. 28
Place: 4-H Park, Pontiac
Info: 309-473-2979; 309-530-6277

M/C Parts Extravaganza
Date: Sep. 24
Place: Belle-Clair Fairgrounds, Belleville
Info: 217-864-9540
barrysmotorcycles.com

M/C Parts Extravaganza
Date: Oct. 2
Place: Will County Fairgrounds, Peotone
Info: 217-864-9540
barrysmotorcycles.com

Ride For Trina
Date: Oct. 9
Place: Libertyville
Info: 773-934-4875
www.windycity womenriders.org

HogRocktoberfest
Date: Oct. 13-16
Place: Cave-In-Rock
Info: 866-HOGROCK
www.hogrock.com

M/C Swap Meet & Shows
Date: Oct. 16
Place: Sandwich
Info: 630-985-2097
www.walneckswap.com

INDIANA
Valpo Fest Show & Swap
Date: Sep. 24
Place: Valparaiso
Info: 219-464-9918
2motorcycleshows.com

Swap Meet
Date: Sep. 30-Oct. 2
Place: Mooresville
Info: 317-248-9970

LOUISIANA
Halloween Bikefest
Date: Oct. 21-23
Place: Belle Rose
Info: 504-343-7223

Steel Pony Express
Date: Oct. 28-31
Place: New Orleans
Info: 877-991-RIDE
steelponyexpress.com

MAINE
Bikers Causeway Cancer Research Run
Date: Sep. 25
Place: Rick's Café, Naples
bikerscausewayrun.com

MARYLAND
Delmarva Bike Week
Date: Sep. 15-18
Place: Ocean City
Info: 410-213-0444
delmarvabikeweek.com

Kangaroo Treasure Hunt
Date: Oct. 10
Place: H-D Elkridge
Info: 410-480-3398

MASSACHUSETTS
MMA / Lacey Packer Toy Run
Date: Oct. 2
Place: Locations TBA
www.mma-of-ma.com

MICHIGAN
Walneck's Swap Meet
Date: Sep. 18
Place: Monroe
Info: 630-985-2097
www.walneckswap.com

Motorcycle Swap Meet
Date: Oct. 9
Place: Grand Rapids
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Oct. 23
Place: Detroit
Info: 800-968-4242
motorcycleswap.com

MISSISSIPPI
ABATE State Field Meet
Date: Sep. 23
Place: Monticello
www.www.msabate.com

CMA State Rally
Date: Sep. 30-Oct. 2
Place: Kosciusko
www.www.cmams.org

MISSOURI

M/C Show & Swap Meet
Date: Sep. 25
Place: Shadow Rock Park, Forsyth
Info: 417-334-0775

NEVADA

Las Vegas BikeFest
Date: Sep. 15-18
Place: Las Vegas
Info: 866-Bikefest; lasvegasbikefest.com

Street Vibrations
Date: Sep. 21-25
Place: Reno
Info: 800-200-4557 road-shows.com

Cathouse Poker Run
Date: Sep. 24
Place: Paramount, Reno
Info: 775-324-2445 cathousepokerrun.org

NEW MEXICO

Golden Aspen MC Rally
Date: Sep. 21-25
Place: Ruidoso
Info: 505-258-3947 motorcyclerally.com

Easyriders Bike Show
Date: Oct. 8
Place: Albuquerque Convention Center
Info: 800-962-9857 easyridersevents.com

NEW YORK

End of Summer Party
Date: Sep. 17
Place: Highlanders MC. Brooklyn
Info: www.highlanders mcbrooklyn.com

Annual Poker Run
Date: Sep. 18
Place: HAMC. Bellmore Train Station
www.www.hamcli.com

Toys For Tots Run
Date: Sep. 18
Place: Southgate Plaza, West Seneca
Info: Bob 716-627-6715, Paul 716-834-2297

ABATE Toy Run
Date: Sep. 18
Place: Medina
Info: 585-7981302 orleansabate.vanill.org

Old Time M/C & Snowmobile Drags
Date: Sep. 18
Place: Eden
www.the-hog-farm.com

Car and Bike Show
Date: Sep. 18
Place: 69'ers, Brooklyn
www.69ersmc.com

Howl at the Moon
Date: Sep. 24
Place: 69'ers, Brooklyn
www. www.69ersmc.com

Toy Run.
Date: Sep. 25
Place: H-D, Gloversville
Info: 800-377-1563

Poker Run for Lupus
Date: Sep. 25
Place: Eisenhower Park, Long Island, Queens area
Info: 516-783-3370

Biketober Feast
Date: Oct. 1
Place: Lowriders MC, Staten Island
Info: 718-317-1999
www.lowridersmc.com

ABATE Toy Run
Date: Oct. 2
Place: Columbia Chapter
Info: 518-822-0643

Concrete Canyon 3
Date: Oct. 8
Place: New York City
concretecanyon.com

Goat Brothers Annual Swap Meet
Date: Oct. 15
Place: Satasota Springs
Info: 518-583-3398
www.goatbrothers.com

Biketoberfest 2005
Date: Oct. 16
Place: Elks, Manorville
Info: 631-924-1053
www.abateofnyeastern suffolk.org

NORTH CAROLINA

Thunder On Tobacco Road
Date: Sep. 30-Oct. 2
Place: Seven Springs
Info: thunderon tobaccoroad.com

AHDRA Drags
Date: Oct. 15-16
Place: Rockingham
Info: 336-924-2095
www.ahdra.com

OHIO

ABATE Toys for Tots
Date: Sep. 17
Place: Findlay
Info: 740-482-2003
www.abate.com

ABATE Poker Run
Date: Sep. 24
Place: Location TBA
Info: 513-575-1582
www.region5abate.com

ABATE Blood Drive & Bike Show
Date: Sep. 24
Place: Columbus
Info: 937-246-2089
www.abate.com

ABATE CMRO Annual Toy Run
Date: Sep. 25
Place: Beachland Ballroom. Cleveland
Info: 440-655-8843

ABATE Carlton Hog Roast & Swap Meet
Date: Oct. 2
Place: Mantua Corners
Info: 330-654-2761
www.abate.com

ABATE Mystery Toy Run
Date: Oct. 8
Place: Fremont
Info: 419-665-2725
www.abate.com

ABATE Toy Run
Date: Oct. 9
Place: Allen
Info: 419-222-4424
www.abate.com

ABATE Boo Bash
Date: Oct. 22
Place: Defiance
Info: 419-599-0687
www.abate.com

Walneck's Motorcycle Swap Meet & Shows
Date: Oct. 23
Place: Springfield
Info: 630-985-2097
www.walneckswap.com

OKLAHOMA

Great Osage Biker Days
Date: Sep. 16-19
Place: Pawhuska
Info: 918-287-3249

PENNSYLVANIA

Hillclimb/Bike Show Games/Prizes
Date: Sep. 11
Place: Freemansburg
Info: 610-258-3208
bikehillclimb.com

Annual ABATE Toy Run
Date: Sep. 18
Place: ABATE Cambria Co
www.www.abatepa.org

Annual Toy Run
Date: Sep. 18
Place: ABATE Westmoreland County
www.abatepa.org

York Open House
Date: Sep. 22-24
Place: York Expo Center
Info: 717-243-7855
www.yorkopenhouse.com

Iron Butt Run
Date: Sep. 25
Place: ABATE Indiana Co
www.indiana.abatepa.org

Teddy Stringer Memorial Run
Date: Sep. 27
Place: ABATE River Valley
www.rivervalleyabate.com

Fall Ferry Ride
Date: Oct. 8
Place: ABATE Mon Valley
www.monvalleyabate.org

Toy Run
Date: Oct. 8
Place: ABATE Greene County
www.abatepa.org

ABATE Annual Toy Charity Run
Date: Oct. 8
Place: ABATE River Valley
www.rivervalleyabate.com

SOUTH CAROLINA

Myrtle Beach Fall Bike Rally
Date: Sep. 28–Oct. 2
Place: Myrtle Beach
Info: myrtlebeach bikeweek.com

TENNESSEE

Trail of Tears
Date: Sep. 17
Place: Ross' Landing, Chattanooga
Info: 256-259-2509; 423-658-5937
www.al-tn-trailoftears.org

Annual Weasels Booze Cruise
Date: Sep. 29-Oct. 1
Place: Bikini Beach Bar, Nashville
Info: 615-831-1370
nashvilleweasels.com

Grinders Switch Event
Date: Oct. 14-16
Place: Centerville
Info: 931-670-5642
www.hickmancoag pavilion.com

TEXAS

Scavenger Hunt
Date: Sep. 16-18
Place: Axtell.
Info: 254-395-4640

Anniversary Party
Date: Sep. 16-18
Place: Spurger
Info: 409-429-3446
skunkdotsbikernews.com

Wild Child Run
Date: Sep. 23-25
Place: Oakville Gypsy
Info: 361-786-4678

Memorial Poker Run
Date: Sep. 24
Place: Ft. Worth Area
Info: 817-991-7355

Lone Star Rally
Date: Sep. 29-Oct. 2
Place: Galveston
Info: lonestarrally.com

Real Fun Poker Run
Date: Oct. 7-9
Place: Bells
Info: 903-965-4147
www.abatetexoma.com

Gypsy Knockout Run
Date: Oct. 7-9
Place: Bandera.
Info: 830-510-9517

Gryphons Chili Cook-off
Date: Oct. 8
Place: Waxahachie
Info: 469-766-6093

SP Island BikeFest
Date: Oct. 13-16
Place: Mc Allen
Info: 956-668-7484
www.spibikefest.com

Halloween Run.
Date: Oct. 21-23
Place: Lake Mathis
Info: J.C. 361-289-6742

Annual Boo Benefit
Date: Oct. 22
Place: Jefferson
Info: 903-935-6005
www.boobenefit.org

UTAH

Poker Run
Date: Sep. 18
Place: Copperton
Info: 801-352-9571

Teddy Bear Run
Date: Sep. 24
Place: ABATE Northern
Info: abateofutah.org

Christmas Toy Ride
Date: Oct. 2
Place: ABATE Davis
Info: abateofutah.org

Devil's Slide Ride
Date: Oct. 2
Place: Caesar's, Midvale
Info: 801- 255-4466

Christmas Toy Ride
Date: Oct. 9
Place: ABATE Salt Lake
Info: abateofutah.org

Christmas Toy Ride
Date: Oct. 16
Place: ABATE Weber
Info: abateofutah.org

Halloween Party
Date: Oct. 29
Place: Barbary Coast, S. Salt Lake
Info: 801-232-2949
barbarycoastsaloon.com

WASHINGTON

Oyster Run
Date: Sep. 25
Place: Anacortes
Info: 360-671-7575
www.oysterrun.org

WYOMING

Nut Run
Date: Sep. 18
Place: Maverick Cycle, Cheyenne/Severance
www.maverickcycles.com

ABATE Toy Run.
Date: Oct. 1
Place: Casper
www.abateofwyoming.org

Cheyenne Toy Run
Date: Oct. 8
Place: Maverick Cycles, Cheyenne
www.maverickcycles.com

Toy Awareness Parade
Date: Oct. 8
Place: Gillette
www.abateofwyoming.org

ABATE Toy Run.
Date: Oct. 21
Place: Laramie Harley
www.abateofwyoming.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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Biker Organizations

SPORT BIKERS UNITE

From the founder of the NCOM, AIM and the Confederation of Clubs (COC) comes a new national organization, the National Sport Bike Association (NSBA), dedicated to America's sport bike riders by helping them to help themselves through networking, organizing and knowledge of the laws.

Founded by California attorney Richard M. Lester, the NSBA has joined NCOM to provide sport bike riders with an organization for their clubs and riding groups to join and a forum to voice their concerns and address the issues. Few riders outside of the motorcycle club world understand the implications of "profiling" and being labeled by law enforcement and lawmakers as scofflaws and targeted for discriminatory policies.

NSBA will unite sport bikes and unify efforts to fight unjust laws and enforcement by creating an umbrella group, like NCOM, to bring together riders of all brands of sport bikes for common benefit.

Membership in NSBA is free, and members receive a patch, decal and plastic membership card, as well as the peace of mind of knowing that you're not out there in the wind all alone. Over 1,000 sport bike riders joined in Daytona during Bike Week. In addition, the North East Sport Bike Association (NESBA) with a membership base of 17,000 sport bikes has joined NSBA and the AIM Attorney Association will serve as its legal counsel nationwide.

For membership information, or to join NSBA, call 800 ON-A-BIKE.

—NCOM

20th Annual Convention

NCOM

More than 1,300 were in attendance in Nashville, for NCOM's 20th annual convention. This year I noticed more new faces and also more new clubs that I had never seen before in the past, proving that NCOM's COC is alive and well and serving its intended purpose. However, there is one new group that's being formed and long overdue. It's called the NSBA and as soon as I get more information on the NSBA we'll get back with you readers at a later date. [*Hey Twig, look to your left, it's all there!* —Ed.]

The meetings, seminars and workshops were outstanding this year as usual. But one over shadowing monster continues to raise its ugly head threatening our very existence as freedom loving motorcyclists. It's that damn Patriot Act that could easily make all of us as members of a criminal street gang. AIM attorney Michael Mandelman, Jim Hernandez, professor of criminal justice, and Jeff Rabe, lobbyist, for the MMA of California, covered this topic in great depth. Thank you so much gentlemen for your time and expertise on this very serious matter that doesn't seem to be going away anytime soon with no thanks to our federal government.

My sincere congratulations to all of the Silver Spoke award winners, and especially to Dennis "Big D" Watson, of ABATE of New Mexico, who was selected for the prestigious Ron Roloff Lifetime Achievement award. Folks, in my humble view, I can't think of a more awesome and deserving person to receive this honor. By the way "Big D," where's your briefcase at tonight? You don't even have a clue, do you?

In closing, the 21st annual NCOM convention will take place on May 11-13, 2006, in Louisville, Kentucky. Stay tuned to "Easynews" for final details at a later date. We'll see you there.

—Twiggy

IT'S YOUR CHOICE—NOT THEIRS

Recently, in New Mexico and California, a few misguided legislators attempted to sneak amendments into legislation that would have required motorcyclists to become organ donors if we're killed while riding because of our chosen mode of transportation. Also jumping on the hysteria bandwagon was the news media.

Columnist Brian Dickerson of the *Detroit Free Press* called for motorcyclists to be de-facto organ donors and even suggested that injured motorcyclists "not" be given medical treatment at all. Adding insult to injury, *Chicago Sun-Times* columnist Neil Steinberg, characterized riders as organ donors in a column headlined "Hop on a motorcycle, fill out your donor card."

For anyone to even remotely suggest tomfoolery like this is despicable and has no place in any type of biker legislation whatsoever. If a "freedom loving motorcyclists" wants to be a voluntary organ donor, that's his/her own personal choice and should never, ever, be exploited or mandated by any state or federal law. My thanks to the MRF Reports for contributing to the above.

—Twiggy

Coast To Coast

Biker News

POLICE URGED TO CRACK DOWN ON SPEEDERS: A group of traffic safety officials is calling upon police departments across the country to cease and desist in allowing a "cushion" for speeders.

Law enforcement authorities patrolling U.S. highways tend to give motorists a cushion of up to 10 miles per hour above the speed limit before pulling them over, according to a report released June 13th by the Governors' Highway Safety Association. "...This practice creates an unsafe comfort level at high speeds and is a potential safety hazard," the group says.

The group found that 42 states allow drivers to regularly exceed the speed limit before they are stopped.

"This cushion truly exists across this country and in some cases is more than 10 mph above posted limits," said Jim Champagne, the association's chairman.

"Law enforcement needs to be given the political will to enforce speed limits and the public must get the message that speeding will not be tolerated," said Champagne, who also is executive director of the Louisiana Highway Safety Commission.

The survey's release coincided with the association's forum on ways to address speeding, with the goal of making recommendations for states to consider.

Since 1994, 38 states have increased their speed limit, the report said. Congress in 1995 allowed states to raise limits above 55 mph in urban areas and 65 mph on rural roads.

HOUSE APPROVES TOUGH NEW ANTI-GANG MEASURE: The U.S. House of Representatives voted May 11th to approve a bill that changes the definition of criminal street gangs and imposes mandatory minimum sentences for gang-related crimes, making them a federal offense. The penalties range from 10 to 30 years, with a sentence of life in prison or capital punishment for a gang crime that results in a death.

The Republican-backed bill, approved overwhelmingly 279-144, is just one of several aimed at establishing minimum penalties to replace mandatory sentencing guidelines struck down by the Supreme Court. H.R. 1279, the "Gang Deterrence and Community Protection Act," was introduced by Rep. J. Randy Forbes (R-Va.) after a Supreme Court ruling in January allowed judges to deviate from the harsh penalties specified in federal sentencing guidelines.

The "Gangbusters" bill revises the legal definition of a "criminal street gang" from at least five to at least three people who have committed at least two crimes together, at least one of them a violent crime.

In an urgent message to the COC from NCOM founder Richard Lester states in part: "H.R. 1279 was introduced on March 14, 2005 by Representative Randy J. Forbes: We all have to get our letters in to the Senate to get this bill stopped quickly, as it is on the fast track and has passed further through Congress than any other gang bill. As American Citizens we must all stand together and let the government hear our voices, as we are the voices for this country and we have that right to be heard. We are not gangs; we are men and women from all walks of life who enjoy the freedom of riding our bikes and the company of other fellow riders—and they are trying to take that away from us! What is this country coming to, that they can tell us we can't ride in a group of three or more or if we do we are a gang, or they will decide who you can associate with? What happened to freedom of choice?"

HOUSE CONSIDERS BILL TO END HEALTH CARE DISCRIMINATION: H.R. 2793, "The HIPAA Recreational Injury Technical Correction Act," which would prohibit health-care providers from denying insurance coverage to those who are injured while participating in legal transportation and recreational activities such as motorcycling, ATV riding, snowmobiling, or horseback riding, was introduced in the U.S. House of Representatives on June 8th by U.S. Reps. Michael Burgess (R-Texas) and Ted Strickland (D-Ohio).

The bipartisan House measure is a companion bill to the Senate's S. 577, "The HIPAA Recreational Injury Technical Correction Act," introduced earlier this year by U.S. Sens. Susan Collins (R-Maine) and Russ Feingold (D-Wis.). Both bills seek to close a loophole that has allowed insurance companies to discriminate against motorcyclists and others involved in so-called "risky activities" when it comes to paying for health care benefits. An identical bill was approved by the Senate last session, but failed to clear the House.

FLORIDA BIKERS ENJOY POLITICAL SUCCESS: ABATE of Florida reports that four of the bills that they supported have been passed and signed by Gov. Jeb Bush. Included in those bills are a right-of-way violations measure that enhances penalties against those who are convicted of a right-of-way violation that results in the severe injury or death of another person.

Another ABATE-backed bill will result in stiffer penalties for those convicted of running a red light that causes an accident resulting in the injury or death of another road user.

A law was also passed to modify the state's current handlebar height limit to allow them to be shoulder height when the rider is seated on the bike. Previously, handlebars could be no more than 15 inches from the seat, causing many stock motorcycles to be illegal.

But the *coup de gras* for Florida riders was a state budgetary item that earmarks $500,000 for motorcycle safety to be administered by ABATE of Florida.

"This money will allow us to protect our people," said James "Doc" Reichebach, state president of ABATE of Florida, and chairman of the Board of NCOM. ABATE has already begun putting up motorcycle safety billboards.

This is the first time that a state motorcyclists rights organization (SMRO) has succeeded in getting safety funding approved through the state budget.

"We want other states to know what we did, so that they can do it in their states," Doc said.

MASSACHUSETTS BILL TO ALLOW BIKERS TO RIDE ON SHOULDER: House Bill No. 2017, which would allow motorcyclist the use of the breakdown and access lanes on highways during backed up traffic, has been introduced in Massachusetts to allow traffic relief for motorcyclists and to avoid overheating in heavy traffic.

The "Motorcyclists Seasonal Traffic

CONTINUED ON PAGE 31

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CANADA

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Biker News CONTINUED

Congestion Relief Act," sponsored by the Massachusetts Motorcycle Association, would allow motorcyclists on roads in Massachusetts with two or more travel lanes in the same direction, when traffic is traveling at 10 mph or less, to use the breakdown and access lanes, at speeds no greater than 20 mph, yielding to emergency and disabled vehicles; this, to help relieve traffic congestion and prevent motorcycles from over-heating and becoming disabled themselves.

In other action, House Bill 1983, submitted at the request of the Massachusetts Motorcycle Association, would prohibit any municipality or the state from banning motorcycles on any public road.

—Bill Bish,
National Coalition of Motorcyclists

New Daytona Bike Show

BIKETOBER MOTORCYCLE CLASSIC

The Creature from the Black Lagoon is gonna be jealous. In Daytona Beach, home of Bike Week and the Rat's Hole Bike Show, lo and behold, The Daytona Lagoon, one of DB's new attractions, has anted up to host what they're calling the inaugural Biketober Motorcycle Classic. It hasn't had its first show and it's already a classic? Well, in any case you don't have to wait until next March, because this one's scheduled for Biketoberfest, specifically on Friday, October 21, 2005. It's touted as one of those G-rated, all family type of events and the competition to open to all years, makes and models of motor-cycles, sidecars and trikes. So where is the Daytona Lagoon?

Try 601 Earl Street in downtown Daytona Beach, next to the massive Ocean Center. Besides jumping into the lagoon to cool off, you and the kids can splash in the water park and blast yourselves silly in an amusement center that boasts laser tag, a climbing wall, video games, restaurants and a bar. For more information contact Daytona Lagoon at 386-254-5020 or visit their Web site at: www.daytonalagoon.com.

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970-493-3137

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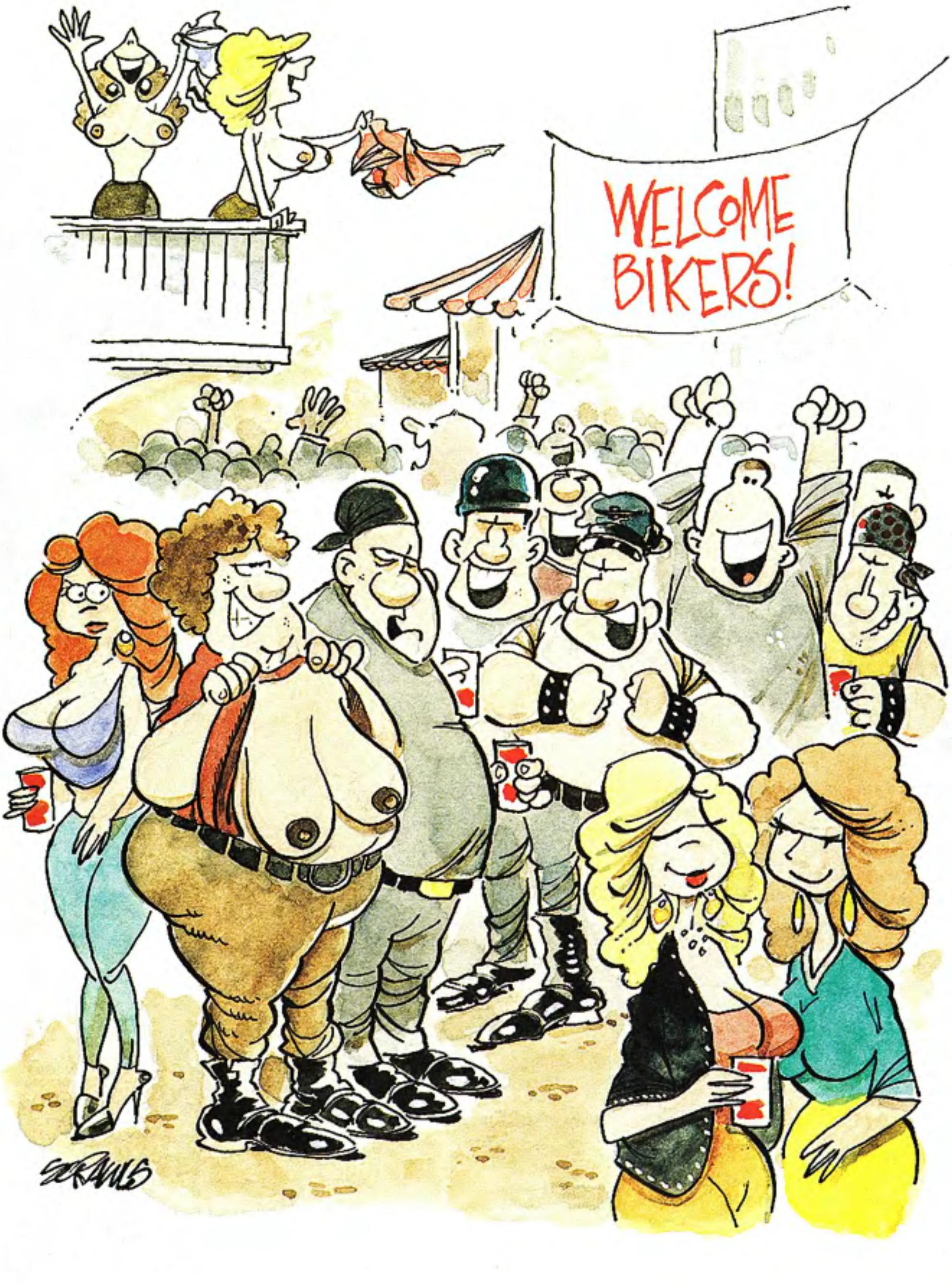
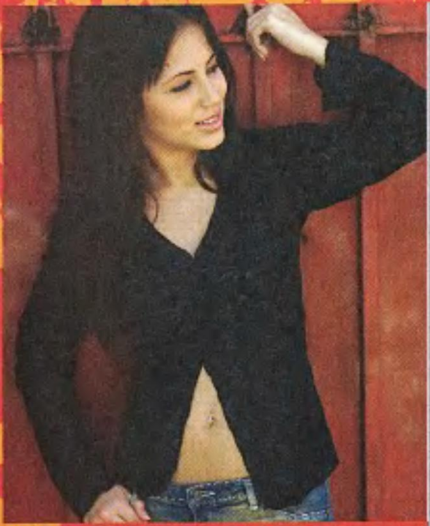


"Put them things away, Leona... these guys weren't talking to you!"



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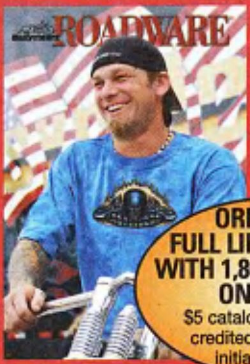

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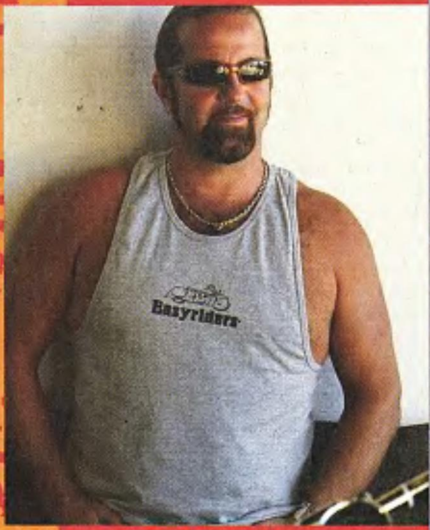

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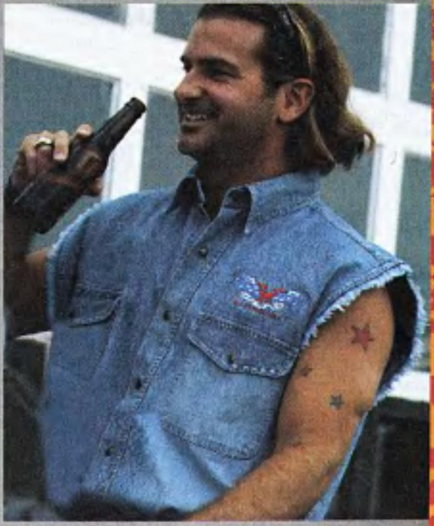

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National Law Chart

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State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a,4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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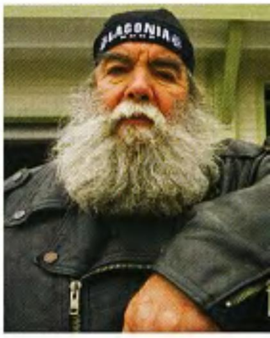
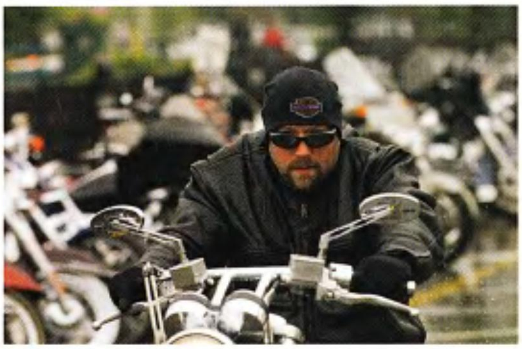
RIDERS IN THE MIST

From June 11th through the 18th, the locals of Laconia, New Hampshire, and surrounding areas once more invited motorcycles from all over the world to visit the nearly 300 miles of lush Lake

Winnipesaukee's amazing greenery and winding roads for the ultimate Bike Week. This was the 82nd year of the Loudon Classic, making this pristine putt the oldest bike rally in America. Most years of this rally, incredible scenery blends with perfect riding weather, so it's easy to see why riders have come here every summer since the 1920s. This year, however, was a different story.

SPEED LIMIT 40
NORTH
3





The local cops were mellow, the beer was cold and the babes were hot! What more could you want? How about some sunshine! Rain, drizzle and mist besieged Laconia Bike Week this year, with temperatures hovering in the mid-50s on several days. It was so overcast that they had to cancel the fireworks display.

However, bikers are a hearty lot and most of the events that were scheduled went on without a hitch, rain or no. Highlights included the soggy hill climbs on Wednesday (always a favorite), the H.O.G. Chapter ride to Mount Washington on Thursday, and the annual POW/MIA Freedom Ride on Thursday night, organized by the Northeast POW/MIA Network.

Over 400 vendors surrounded the Weirs Beach area offering every conceivable kind of biker doodad, aftermarket delight and food item known to modern man. For the locals, The Loudon Classic is a

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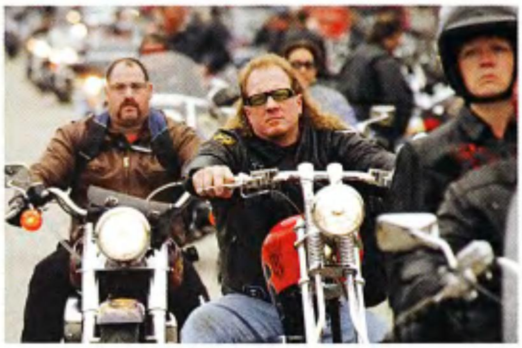

chance to make a few bucks during the summer months and they truly appreciate the patronage of all us bikers. Unfortunately, the weather kept many riders away this year, and low attendance means that many vendors were not pleased.

Normally, during this rousing week of fun, Laconia becomes a sea of bikes, babes and good times. When rain clouds threaten, the party just moves indoors or under a tent. This year there were plenty of opportunities to meet new friends over a few beers and wait for the rain to stop.

Over at The Broken Spoke, the Easyriders Centerfold Tour was raging throughout the week. Here you could see cool custom choppers by master bike builders, hang out with famous *Biker Build-Off* stars, even get an autograph or two. Our ace photographer Michael Lichter was on hand once again to capture all

the magic of this puttin' party. The gray skies actually made for some very nice lighting to capture the many faces of riders in search of a good time. We hope you'll dig his look at all the madcap hijinks and folderol. Special thanks go out to The Naswa Resort as always for the great hospitality and incredible cuisine. We'd like to dedicate this year's coverage to the memory of the Lakeside Sharks who disbanded this year.

We hope to see you all next year at the 83rd running of this ride to paradise in the Northeast. Here's hoping for less liquid sunshine and more of the real thing. *—Dave Nichols*

Photos: Michael Lichter

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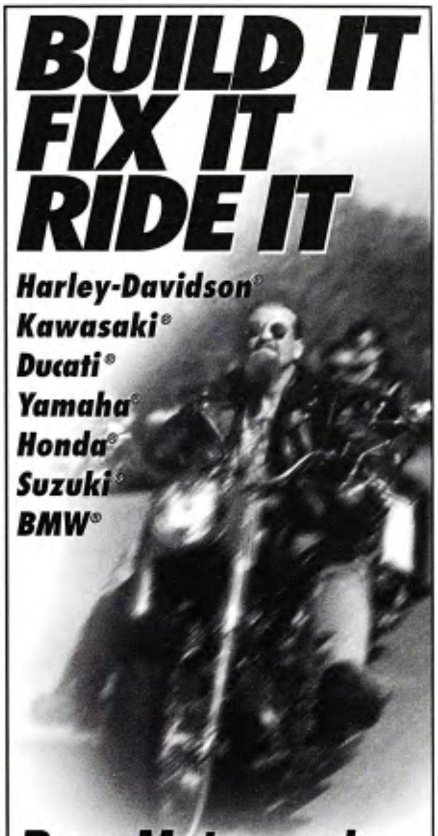
Heart Of The Biker

MOTO ARTIST MANON ELDER

Manon Elder's initial travels into the biker lifestyle began in 2001 when the subject of a portrait asked to have it painted while on his Harley. Manon happily obliged and was surprised to find that she was attracted to painting chrome surfaces and, too, the mechanical intricacy of motorcycles. Manon is a woman who knows what she likes and enjoys capturing the heart of her subjects in her amazing oil paintings.

Intrigued by the relationship between bike and rider, Manon, a portrait painter for over 15 years, saw the beginnings of a beautiful relationship with the two-wheeled world. She found that the motorcycle culture resonated with her own deep desire to experience new adventures in new locations.

In 2003, Manon (at right) had the chance to pursue this new inspiration and has since immersed herself in the lifestyle to better understand the relationship between bikes, riders and the road. She traveled to bike runs and rallies, taking pictures that would later inspire her paintings. Before a brush is dipped in paint, Manon gets to know the riders and their bikes. She focuses on capturing the energy of the moment as well as the multitude of details that will



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Images: Manon Elder

be rendered to canvas. While paintings are in progress, many of her rider subjects will offer guidance to ensure that the motorcycles are true in design and functionality. Such attention to detail is a hallmark of her work.

Manon Elder's original motorcycle art has been reproduced as high-quality giclee prints on canvas to mimic the look and feel of the originals. For more information on Manon Elder's work and her company, eMotion Motorcycle Art Inc., visit her Web site at www.emotionmotorcycleart.com, or call 1-800-644-2088. Manon Elder's art is also featured at www.cruisingoods.com.

—Dave Nichols

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TalkingTech

SOFSTER OR SPORTAIL

I am considering putting raked triple trees on my 1997 Sportster for more of a Softail look. I have heard they may cause dangerous handling problems and one shop won't sell them because some failures have been reported. I would appreciate your advice on this.

Sam Brooks
Augusta, Georgia

I have to agree that raked trees would be potentially dangerous on your Sporty. Raked trees are appropriate in some applications, FX-series Softails, for instance, where the rake in the trees is used to bring trail back to normal with the extended fork. They can also be useful in custom applications, where radical rakes, stretches and extensions throw geometry out of whack. I don't know of any outright failures, but that doesn't mean they haven't occurred.

MAKE A WISH

I have a reproduction of a Harley wishbone rigid frame and want to run the widest tire in it that I can without having to cut the frame. Also, I want a tire that is a high-profile design because I like the old-school look. Do you know a tire and wheel that would work for what I am looking for?

Randy Johnson
Woodward, Oklahoma

I used a 140/80 x 18 Bridgestone Battlax BT17on a 4 1/2-inch Akront rim in my OE rigid frame. The chain will hit the tire, but spacing the sprockets out a tad will take care of that. You can enlarge the holes in the transmission plate and shift the transmission slightly to the left if you have to, but remember that you'll have to space the motor sprocket out accordingly for the motor and trans sprockets to line up. My 140/18 is about 5/8-inch wider than the 130/16 on a 3 1/2-inch rim next to it. That's not much compared to the ATV tires everyone else likes, but more than enough to notice. For future reference, the middle numbers in the jumble that specifies tire size refer to the aspect ratio, or proportion of the tire's sidewall height to its width. The higher the number, the taller the sidewall. For instance, the 140/80 is taller than a 140/70 would be.

SUMP AND PUKE

I have been overseas for a year and my '89 Softail has been sitting without running the whole time. When I got home, I changed the oil before I started it up and found that the tank was almost empty. I drained what was left and put new oil in up to the mark on the dipstick. The bike started OK, but then it blew the cap off the tank at some point and puked a good two quarts of oil on the floor before I noticed it and the tank is still too full. I know I only put in three and a half quarts. What's going on?

Al Jennings
Dallas

Oil managed to leak from the tank past the oil pump check valve while the bike was sitting. The check valve, which is basically just a spring-loaded ball bearing on a machined seat, is supposed to prevent that. The check valve is simple enough and usually works OK but, obviously, not always. Sometimes the spring that holds the ball down loses tension, and sometimes a piece of debris keeps the ball from seating, but most check valves leak over a period of time, regardless.

Drain a quart of oil and re-start your motorcycle. Let it run for a few minutes and check the level again. If it's high, drain more until the oil is at its normal level, then fire her up again. Repeat as necessary. There are fix-its for leaky check balls, if the problem persists. Replacing the spring is easy and worth a try. Seating the ball by gently tapping it down with a drift is worth a try too, but fish it out with a magnet and be sure you didn't ding it before you start the bike. Replace it if there's any doubt. Remember to clamp the supply line to keep oil from pouring out of the pump beforehand.

EXPECTING MORE

I put S&S heads and a 502 cam in my 80-inch Harley Evo but it only dynos out at 72 horsepower. I was expecting more than that. Am I doing something wrong or are the dyno claims on these products inflated? Except for the changes, most of my bike is stock.

Carmine Napolitano,
Miami

You should make at least 80 hp with a good exhaust and carb. You didn't tell me much about those parts or the rest of the bike, so I'll have to take a few potshots and just hope one hits the target. No way will the stock carb meet the fuel and airflow needs of those heads and cam if it still has the stock air cleaner and jets. Either put a jet kit in the carb and add a low-restriction air cleaner like the Screamin' Eagle or S&S, or get a performance aftermarket carb. Same for the exhaust, but don't waste your time on drag pipes—you'll wind up with a midrange torque dip you could park the Titanic in. The heads and cam should peak at around 5,800 rpm, so the stock ignition module with its 5,300 rpm rev limit won't do the job, either. Get a module with an adjustable rev limiter and set it at 6,000, 6,250. None of these parts can live up to their potential without good tuning. It's possible to damage an engine with a lean carb or inaccurate ignition timing, so take your motorcycle to a professional if you lack the experience to tune it yourself.

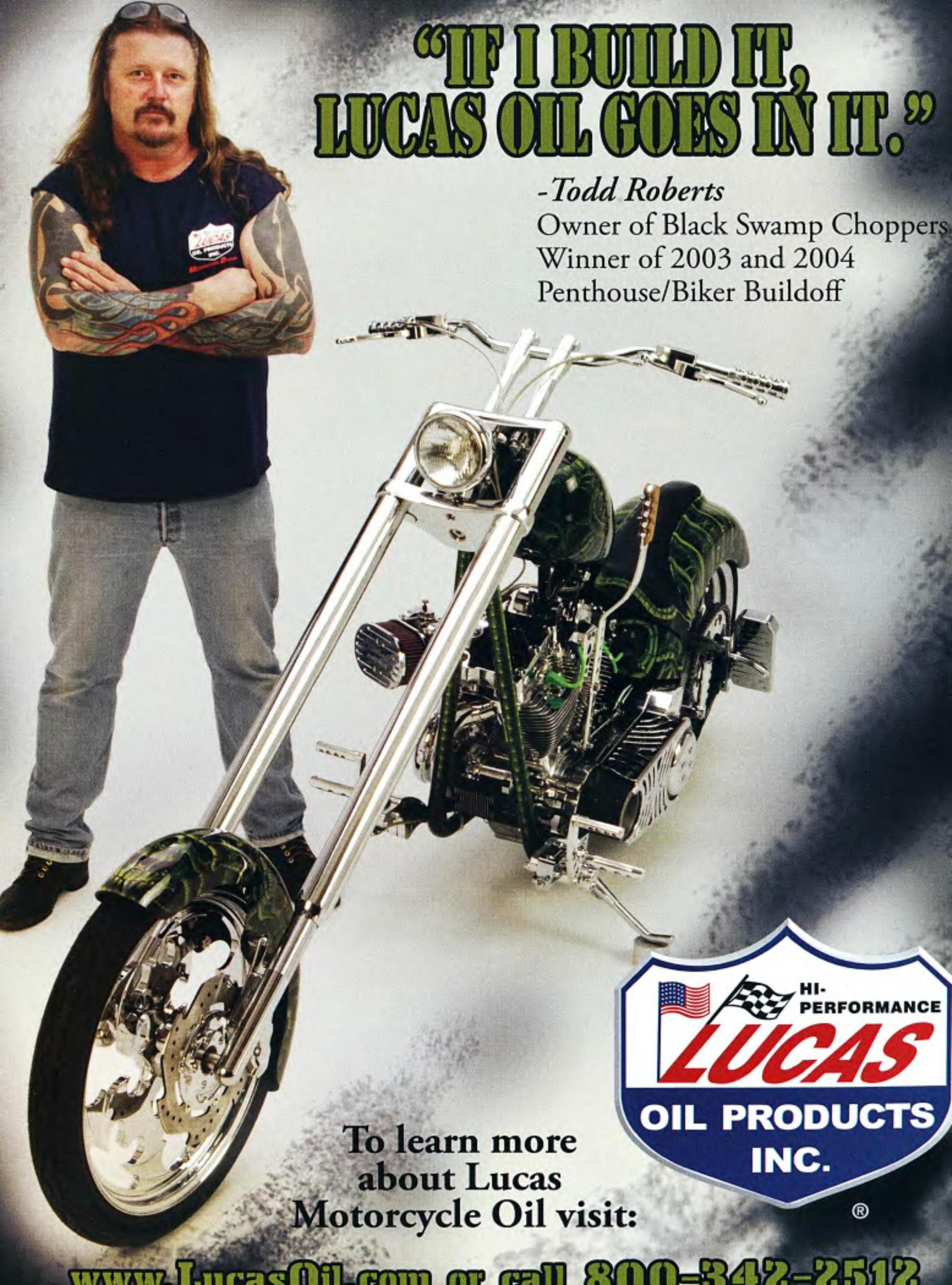
SAVING PENNIES

The shop I go to charges extra to put on a tire that you bought somewhere else so I decided to do it myself. I got the tire and wheel off OK but then I had a bitch of a time getting the tire off of the rim and wound up cutting it with a hacksaw. I don't do this enough to buy a tire changer Do you had any suggestions for breaking stubborn tires loose?

Jeff Forman
San Diego

The old stand-by is to use a bumper jack on a car, with the wheel between the jack and the ground. Next time, do yourself a favor and buy the tire from a local shop that will mount it for you. The MSRP of tires is chump change considering the hassle of dealing with a stubborn one, digging up the rim and ruining your wheel without the proper equipment.

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



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SUPPORT OUR TROOPS AUCTION

ORANGE COUNTY SHOPPERS

As editors living on the West Coast, we don't get to the East Coast very often, let alone the Big Apple, so I was blown away by the people of New York City and was proud to be a part of the Support Our Troops Auction. The way in which this auction came to be is a story in itself. You've all seen *American Chopper*, the Discovery Channel's hit TV series, wherein Paul Teutul Sr., Paul Jr., Mikey, Vinnie and the rest of the OCC crew build bikes against the clock.

Often, these custom bikes take on a theme and a cause that shows the Teutul's passion for building as well as a lot of compassion and heart. This is evidenced in their famous NY Fire Department 9/11 chopper their Statue of Liberty scoot and their POW/MIA bike to name a few. It's easy to see why the Teutuls decided to have a big auction and give the proceeds away. They are truly bikers with a lot of heart.

The idea began when Paul Teutul Sr., Paulie and Mikey, visited Walter Reed Medical Center where Senior and his sons met returning wounded soldiers from Iraq and Afghanistan. The OCC crew was so touched that they wanted to do something to help our troops and their families. From the many worthy nonprofit organizations doing good

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work with our troops, OCC picked two to work with: the Intrepid Fallen Heroes Fund and the Fisher House Foundation.

The Intrepid Fallen Heroes Fund provides unrestricted grants to the families of military personnel who have given their lives in the current war in Iraq. Each family is given $10,000 and an additional $5,000 goes to each child. The idea is to help these families in their time of need; the Fund is supported entirely by donations.

The Fisher House Foundation donates "comfort homes," built on the grounds of military and VA medical centers. These homes enable family members to be close to their loved ones during their hospitalization. Each year, the Fisher House Foundation serves over 8,500 families in this way. You can see why the Teutuls chose these two great organizations to benefit from their auction.

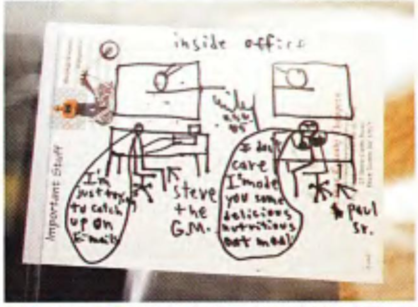
The auction itself took place aboard the USS Intrepid Aircraft Carrier on Friday, May 6th. The mighty ship is the main display of the Intrepid Sea, Air and Space Museum located on the west side of Manhattan on Pier 86. Hundreds of people showed up to bid on famous memorabilia from the OCC shop.

There was everything from stick figure drawings by Mikey (my personal favorite), which went for $300 to $400 each, to complete OCC custom bikes. Paul Sr. built one of the bikes, an old-school number, which went for $50,000. Paul Jr. handled the high-end custom scoot, which brought in $150,000!

You would have to see the offered items yourself to really get the drift of this auction, but OCC brought everything from a busted up door to Mikey's office, which went for several thousand dollars, to a Paul Sr. action figure, to even the infamous "punching dummy" featured in many episodes of the series. You could bid on the mirror torn off of Senior's Ford Explorer, Mikey's old sneakers, even twisted pieces of metal off the floor of the OCC shop.

In addition to OCC items, there were autographed racing jackets from NASCAR's Rusty Wallace, Michael Waltrip and Jimmie Johnson's racing gloves. A tricked out Ford Excursion SUV that OCC did up for the TV series *Rides*, went for $35,000 and a brand-new Toyota Prius brought in over $16,000. Steven Tyler of Aerosmith brought a cool guitar, which was signed by the entire band as well as autographed T-shirts.

I had the honor of hand-delivering an original David Mann painting from 1988, entitled *Viet Nam* as well as a rare signed



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print of the painting by Segal Fine Art. There was an autographed, framed copy of issue No. 1 one of *Easyriders* signed by founders Joe Teresi, Mil Blair and the current editor, li'l ol' me. The original David Mann painting went to a big fan of Mr. Mann's work…Paul Teutul Sr.!

All in all, there were over 100 items to bid on and the bidding for all these items was handled live aboard the Intrepid with bidders also calling in by phone and over the Internet. The proceedings were handled by Guernsey's Auctions of New York and when the smoke cleared, many hundreds of thousands of dollars were raised in one evening. Naturally, the *American Chopper* cameras were rolling the entire time and the auction will act as the finale of an episode of the show. As Paul Senior told us, "I think the idea here was to raise money for the families of the armed forces and that's what we did. It was a success in my book."

For more information on how you can help our troops and their families, visit www.fallenheroesfund.org, and also www.fisherhouse.org.

—Dave Nichols

Photos: Michael Lichter

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Drawing That Winning Card

INDIAN POKER

Remember Indian Poker, that stupid late-night card game that only happens when the beer's just about gone, the game where everyone holds up one card against their forehead and every player at the table gets to see every other player's card except his own? Well, that has nothing to do with anything here, except for the fact that this gorgeous chopper was built by world-renowned bike builder Eddie Trotta of Thunder Cycle Design (TCD) in Ft. Lauderdale, Florida, for an Indian casino. Indians, casino, cards, get it? It doesn't matter. The bottom line is that a guy named Steve Leby was the lucky winner and rode home on this bike, a brand-new TCD Drop-Dead rigid chopper. Not a bad hand. Or card, or whatever.

Eddie Trotta was asked to join in with Kendall Johnson, Cory Ness and Chica, each building a bike to be raffled off to one lucky winner. The catch was that there would be only one winner and he, or she, would get to choose the prize from among the four possibilities rolled before them. Steve Leby picked the Trotta Drop-Dead chopper.

Can you blame him? Eddie and the crew at TCD built this one up from scratch, just for the raffle and it's a beauty. Starting with the seat, actually. Eddie says he positioned the frame tubes in the jig so they'd run as close to the starter motor as possible, dropping the seat down low. He designed and built the rest of the bike around that.

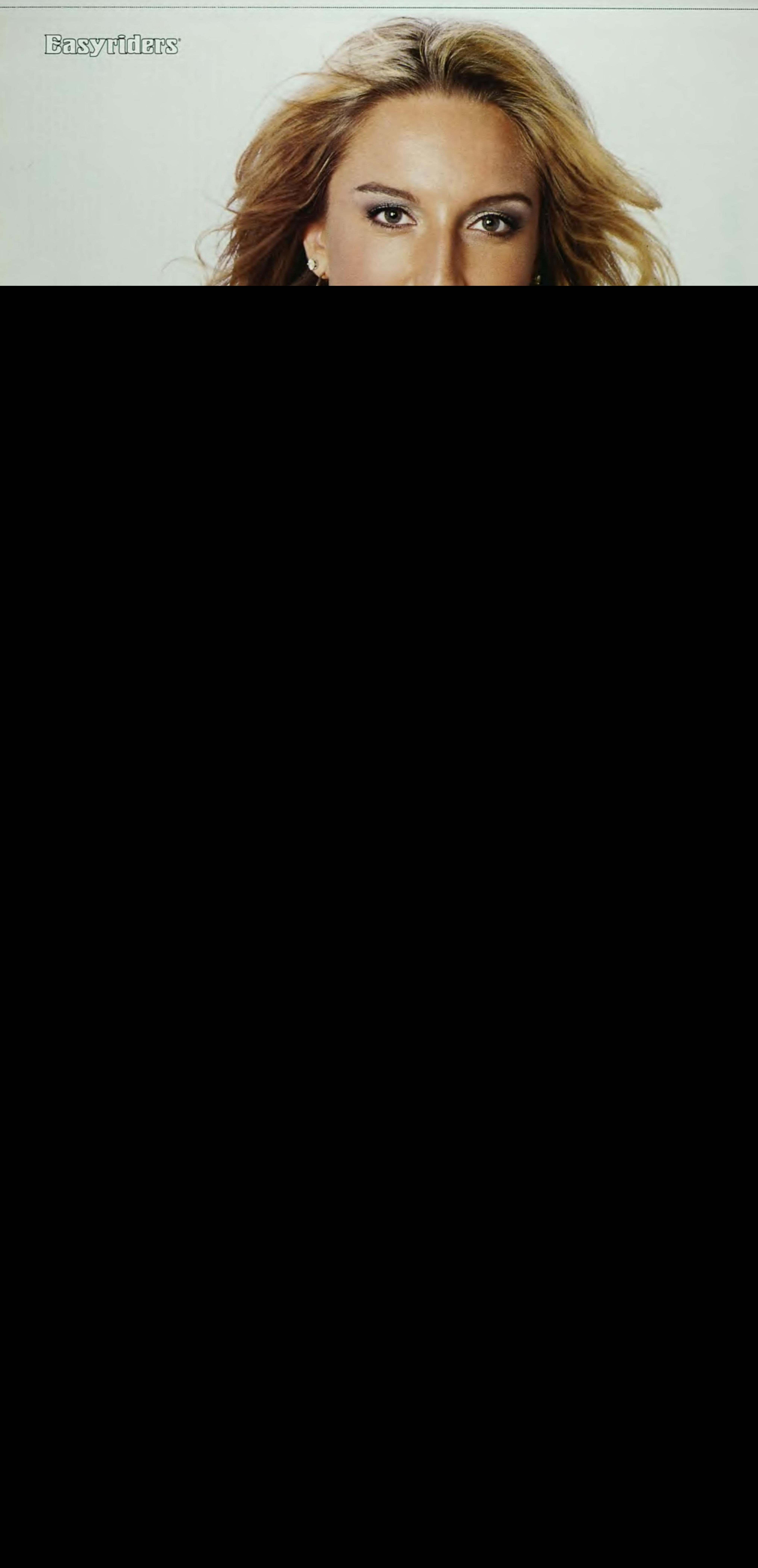
The parts list here reads off like a who's who and a what's what of everything good and cool. There's that squeezed in S&S 124-cubic-inch motor, Baker 6-speed and a TCD inverted front end and a pair of drop-dead gorgeous PM wheels. And check out those pipes. They're TCD specials, bent up just for this bike. Nasty looking, aren't they, and perfectly in tune with the lines of the bike. And of course TCD whipped up all the sleek sheet metal as well.

"And we tried something different with the artwork on this one," Eddie says. Rather than go with the traditional skull motif, this time Eddie and Bones, the spray gun and airbrush wizard at TCD, played off an Indian theme for the give-away bike. "I wanted the tank art to be something that kind of resembled the ghost of an Indian," Eddie says. Bones did it and continuing in that Indian vein, the flames on the tank, the fenders and the frame tubes are streaming feathers.

"But the neat thing about this bike," Eddie says, "is the way the handlebars come right back to you. As stretched out as this one is you still feel like you're on a chopper, not a lay-down, pro-street drag bike."

Obviously, Eddie Trotta was plenty proud when his bike got the nod in that crowd of heavy hitters. But Eddie wouldn't have minded keeping this one around for himself. He even offered to build Steve another just like it. No deal. Steve had the winning card and he was keeping the pot.

Check out all the goings on at TCD at www.Thundercycle.com. *—Joe Kress*


Easyriders

passin' gas

Three dogs go to the vet—two old and one young. The young one asks one old dog, "What are you in for?"

"Well, I'm getting older," he said. "And I'm kinda grumpy and set in my ways. My owner has two small children, and yesterday one of them yanked my tail and…I didn't really bite him, I just nipped at his hand. However, I did break skin and drew blood so my master is going to have me put to sleep."

The other two dogs responded, "Ah…that's messed up, man."

Then the young dog asked the other old dog, "What are you in for?"

He said, "Well, I'm old and it's hard for me to control my bowels and bladder so I keep shittin' and pissin' all over the house. So my master is going to have me put to sleep."

The other two dogs said, "Oh! That's so messed up."

The two old dogs asked the young dog what he was in for and he said, "My master is a beautiful young woman. Last night when she came out of the shower, she dropped her towel and when she bent over to pick it up, I mounted her."

"Oh, no!" the two old dogs exclaimed. "And she's gonna have you put to sleep?"

"No," the young dog stated. "I'm here to get my nails clipped!"

Ron Huffines
Riverside, California

The mortician calls Mrs. Jones and says, "Excuse me, Mrs. Jones, but I can't seem to close the lid to your husband's coffin because he has a huge erection."

To which she replies, "Why don't you cut it off and stick it up his ass? That's the only hole in town it hasn't been in."

R.
W.P.B., Florida

A woman walked into the kitchen to find her husband stalking around with a fly swatter.

"What are you doing?" she asked.

"Hunting flies," he responded.

"Oh. Ya killed any?" she asked.

"Yep, three males and two females," he replied.

Intrigued, she asked, "How can you tell?"

He responded, "Three were on a can of beer and two were on the phone."

John Trotz
Canada

Little Ollie failed to show up at school one Monday. The next day his teacher asked him why.

"Our cow was in heat so I had to take her to the bull," Ollie explained.

The teacher asked, "Your father couldn't have done that?"

"No, ma'am," replied little Ollie. "It has to be the bull."

David Chance
Ogden, Utah

A traveling buyer had been on a trip for three months. Every few weeks he'd send a telegram to his wife saying, "Can't come home. Still buying."

The wife stood it for a while, but when the fourth month passed and her husband still had no idea of returning, she decided to do something.

She sent him a telegram. "Better come home. I'm selling what you're buying."

R. Meyerson

One morning while making breakfast, a bro walked up to his wife, pinched her on the butt and said, "If you firmed up, we could get rid of your control top panty hose."

While this was on the edge of intolerable, she kept silent.

The next morning the bro woke his wife with a pinch on each of her breasts and said, "You know if you firmed these up, we could get rid of your bra."

This was beyond a silent response, so she rolled over and grabbed him by his dick. With a death grip in place she said, "You know if you firmed this up, we could get rid of the gardener, the postman, the pool man—and your brother."

Norm Stephens
Indianapolis

A woman went into a store to buy her husband a pet for his birthday. After looking around, she found that all the pets were very expensive. She told the clerk she wanted to buy a pet but she didn't want to spend a fortune.

"Well," said the clerk, "I have a very large bullfrog. They say it's been trained to give blowjobs."

"Blowjobs?" the woman asked

"It hasn't been proven, but we've sold 30 of them this month," he said.

The woman thought it would be a great gag gift and if it was true…no more blowjobs for her. She bought the frog and when she explained the frog's ability to her husband, he was extremely skeptical and laughed it off. The woman went to bed happy, thinking she may never need to perform this less-than-riveting act again.

In the middle of the night she was awakened by the noise of pots and pans flying everywhere, making hellacious banging and crashing sounds. She ran downstairs to the kitchen only to find her husband and the frog reading cookbooks.

"What are you two doing at this hour?" she asked.

The husband replied, "If I can teach this frog to cook, your ass is gone."

Tracey Duke
Beeville, Texas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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GENERAL
Owner: Steven Leby
City: South Florida
Designer: Eddie Trotta
Fabrication: Thunder Cycle Design
Year/make: 2004 Thunder Bike
Model: Drop-Dead rigid
Assembly: Thunder Cycle Design
Time: five weeks
Chroming: Atlantic Plating

ENGINE
Year: 2004
Builder: S&S
Displacement: 124 cubic inches
Cam: S&S
Carb: S&S G
Pipes: Thunder Cycle Design

PAINTING
Molding: Thunder Cycle Design
Painter: Bones, Thunder Cycle Design
Color: sunrise pearl
Type: PPG
Special paint: by Bones

FRAME
Year/make: 2004 Thunder Cycle Design
Type: drop-seat rigid
Rake: 45-degrees
Stretch: minus-2, plus-10
Shocks: none

ACCESSORIES
Handlebars: Thunder Cycle Design
Handlebar controls: PM
Fenders: Thunder Cycle Design
Headlight: Headwinds
Taillight: Thunder Cycle Design
Speedo: Dakota Digital
Pegs: Thunder Cycle Design
Foot controls: Thunder Cycle Design

Gas tank: Thunder Cycle Design
Oil tank: Thunder Cycle Design
Seat: Jeff Phipps
Mirrors: Thunder Cycle Design
Grips: Thunder Cycle Design

FRONT END
Type: inverted, 63mm
Builder: Thunder Cycle Design

WHEELS
Make: Performance Machine
Size: 21 x 2.50 front/18 x 8.50 rear
Tires: Metzeler, 280 rear
Brakes: Performance Machine
Photos: Don Rogers

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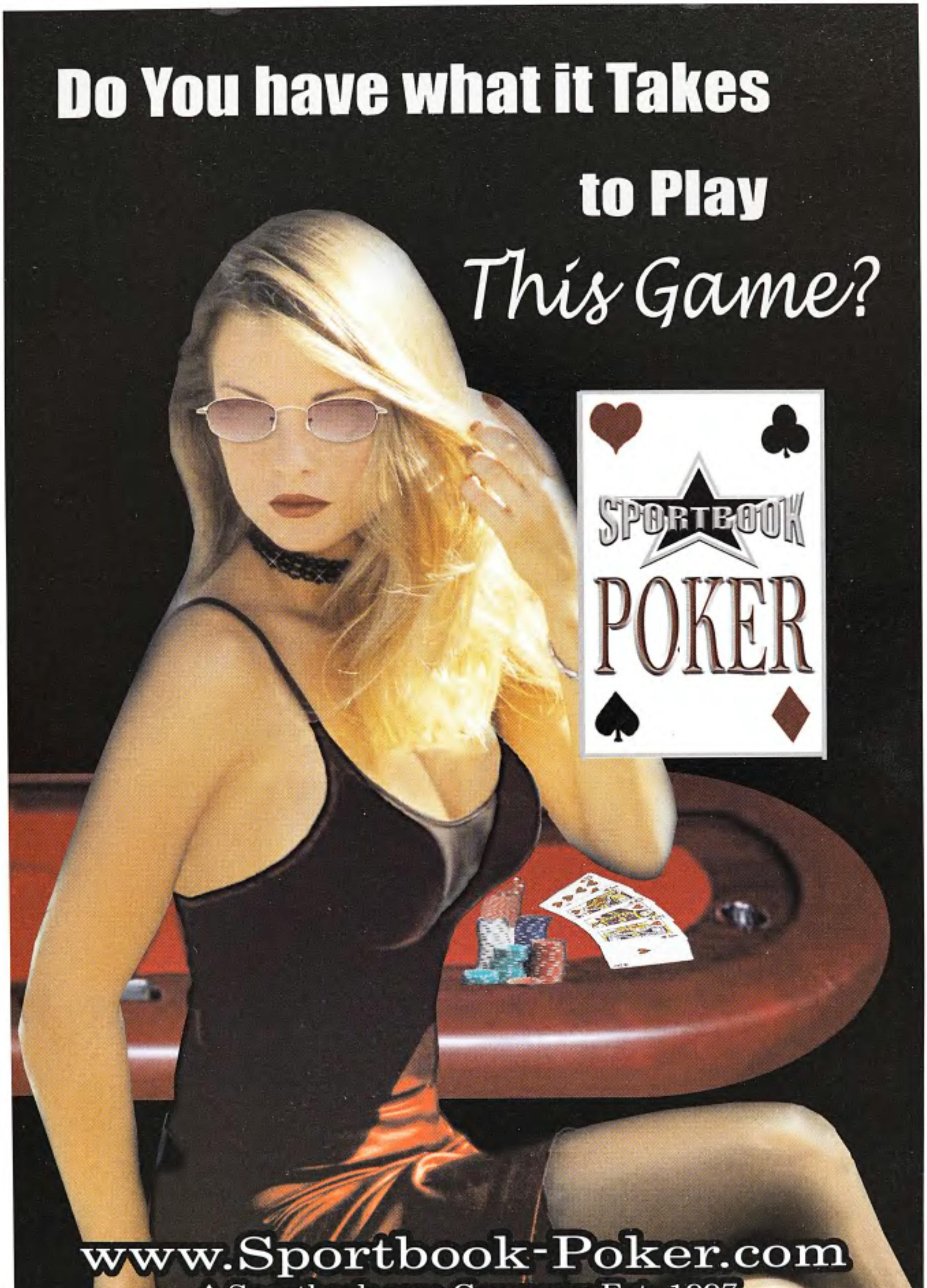
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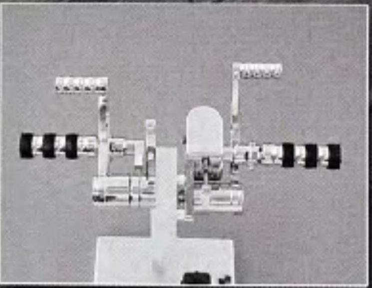

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It's not very often in your life that you get the chance to meet someone whose life was pulled from a storybook. Ya know, the kind of person you only read about. I had the opportunity to do just that during Daytona Bike Week.

SAM AND THE WALL OF DEATH

I was flying down to attend the V-Twin Bikers Ball because I donated two of my photographs to the silent auction, which benefits the Boys & Girls Club. I booked a flight with hopes of finding a hotel room, but I knew deep down inside, there would be no rooms available. I guess I planned on just not sleeping Friday night.

After talking to my partner in crime, Goth Girl, she assured me I would not be left without a place to stay, that I was more than welcome to crash in with her, Jay Lighting and the American Motor Drome crew. Now I've seen these guys perform before but never got a show like I did on that day. I got the full-on treatment plus I was told the greatest stories.

Jay Lightning, owner of the Motor Drome, and I had plenty to talk about being as we are both Masshole's (born in Massachusetts). I immediately felt at home with my new friends, joking and laughing, sharing stories and enjoying each other's company. The crew performed several times despite the fact that audience attendance was down.

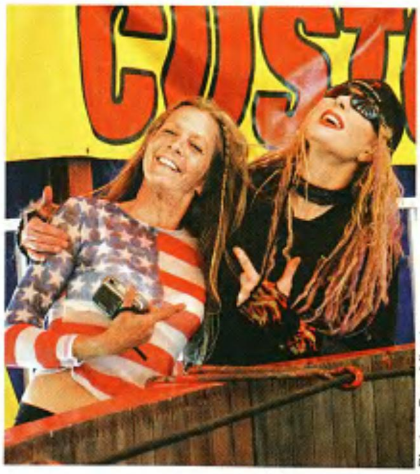
This year the Wall of Death, as the attraction is called, was set up inside the infield at Daytona International Speedway. This was the first year the infield was opened up for Bike Week and because it was the first year, it was slow in attendance.

Regardless of the lack of fans and onlookers, the intrepid Motor Drome crew of Jay, Morgan, Walley and Charlie put on their best death-defying stunts and gave us one hell of a show. The spirit and adrenaline of these stunt riders was so high that even the slow attendance could not bring them down.

When I met Morgan Storm, known to friends as "Sam," I was impressed with her enthusiasm. When I saw Morgan ride the wall, I was completely blown away by her passion, intensity, and professionalism. Watching her face light up brought back the feelings of riding my bike in the white mountains of New Hampshire, feeling the throttle pull me though the bends and straighten me out onto the next stretch of road.

I hadn't felt that way in a while with all the work I've been doing. Watching Sam allowed all of those feelings to surface again. It seems she has that effect on most people she meets.

Charlie Ransom, one of the trick riders, told me it's because of Sam's enthusiasm and her love of the Wall that he decided to become a member of the Wall-riding family. I say "family" because that's just what this group of adrenaline



Photos: Sara Liberte

junkies are—a family. And just like any good family, these guys gave me a safe, warm place to stay and more important than that, they opened their lives and invited me in. I will never forget the hospitality, friendship and stories they shared with me.

Sam brought me right back to that place I've been missing for a few years, just by watching her throttle up into the Wall and swoop back down grinning from ear-to-ear, made me feel like I was the one riding the Wall. This girl is my idol. I mean, come on! Stunt riding in the Wall of Death; it doesn't get any cooler than that.

Sam's life has been one of mythic proportions. Just like someone running away to join the circus, Sam ran away from home at the age of 14 to ride motorcycles in the Motor Drome. I had no idea of the history behind the Motor Drome and Sam's legacy along with it.

The Drome's Web site has samplings of the vintage Wall days and trick riding. There have been generations of Wall riders dating back to the 1920s. Back then, lions were a part of the gig and would run inside the wall chasing the rider, or better yet, a big cat would sit in a side hack along for the Wall ride.

Sam told me about one of the family lions named King, a majestic fellow as you can gather by the name. She told me about the news article she has that shows a picture of a policeman crying next to King's cage as he was forced to shoot the lion for slashing out at a drunken carnival worker. The drunk had been showing off by poking at the lion.

We talked about Sam's collection of Wall history, consisting of news articles dating back to the '20s, photos, and even rare video. I'm sure all motorcycle enthusiasts would enjoy seeing this collection in a museum setting.

Sam's father, mentor, and spiritual provider, Sonny Pelaquin, must have been one hell of a man. She credits Sonny for her talent and skill at Wall riding, but more importantly, she credits Sonny for the life lessons and values she holds dear. It's those values that make Sam such an inspiration to woman like me, Goth Girl and undoubtedly everybody she meets. A precious gem and an esteemed role model, "Sam" Morgan Storm is everything a woman motorcyclist could ever be.

Sam and I share another love besides motorcycles, namely, animals. She has two sweet dogs Daisy and Mischief who are with her always, even when she is out on the road.

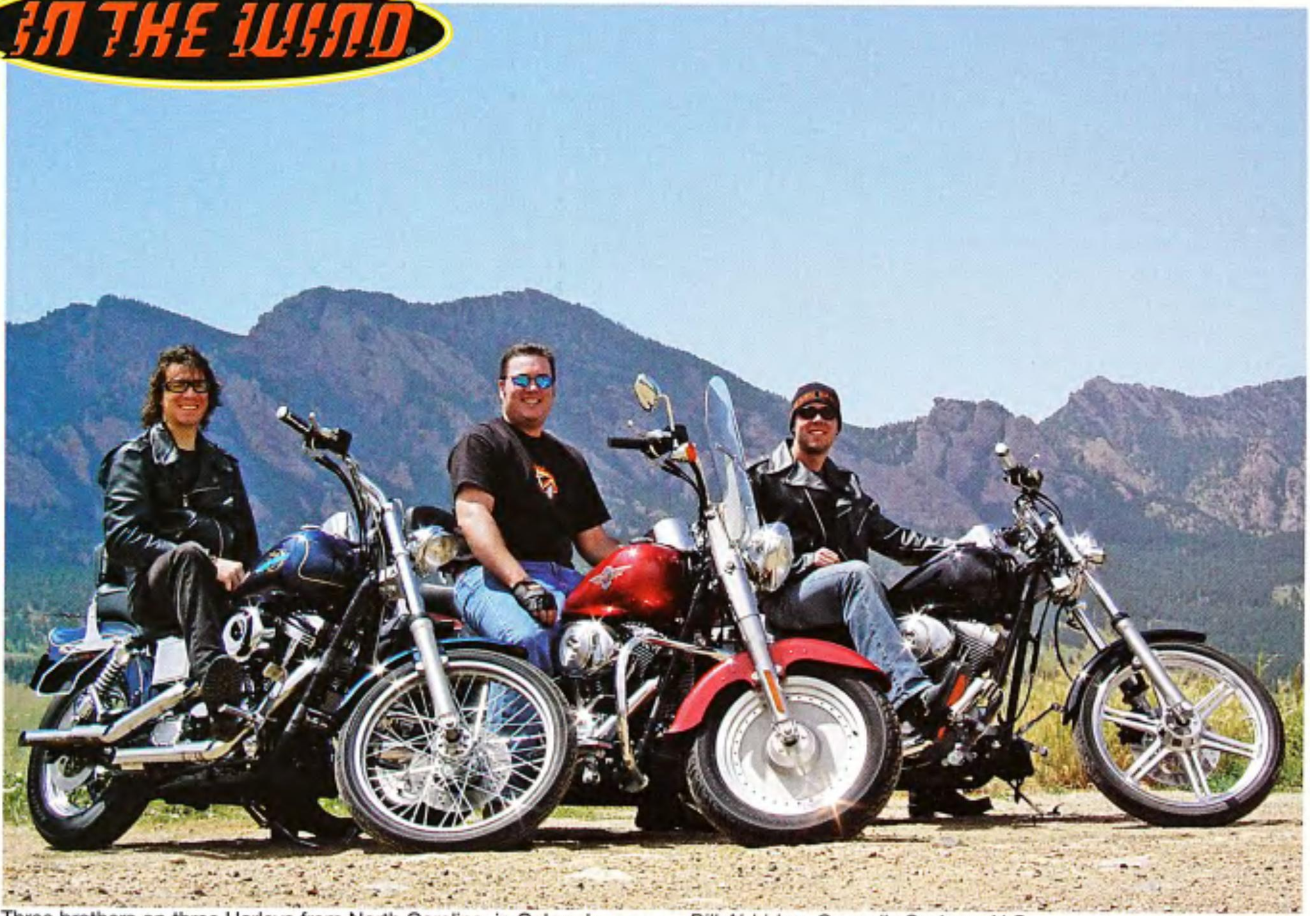
Later at the Bikers' Ball, Jay told me that Sam is a caring kind of person who wants to see everyone she trains in Wall riding succeed. "She's a much better teacher than I am," Jay admitted. "She has way more patience than I do, especially with riders who get cocky and don't want to listen to advice, thinking they can ride the Wall without any training."

Sam gave me a quick rundown on Wall riding. First, she said you need to get over a few things, one is dizziness, and the next is controlling the adrenaline, the adrenaline will never go away and you need to keep it in line. Once you're on the Wall you need to find your groove, get your body in a position and keep that groove, then have fun and ride the hell out of the Wall.

Is riding the Wall dangerous? What the hell do you think? Riding motorcycles on a 90-degree wooden wall, you better believe it's dangerous! Sam showed me an X-ray of the two rods in her spine and Jay told me about the various pieces of metal throughout his body, some from Wall riding and some from other extreme activities.

How did this crazy death-baiting sport start? Wall riding started back in the 1900s, back in the board track racing days. Racers kept pushing the bank of the boards to steeper angles and eventually board track racing was outlawed after a serious accident took the lives of a few racers and spectators. No longer being able to race on board tracks, the racers developed a portable board wall much like a drum, the 90-degree "Wall" or Motor Drome was born.

To find out more about Sam and catch the Motor Drome out at a motorcycle event, check out the Web site www.americanmotordrome.com for all the great info and history she has to share. Make sure to check the tour dates and get out to see the show. *—Sara Liberte*



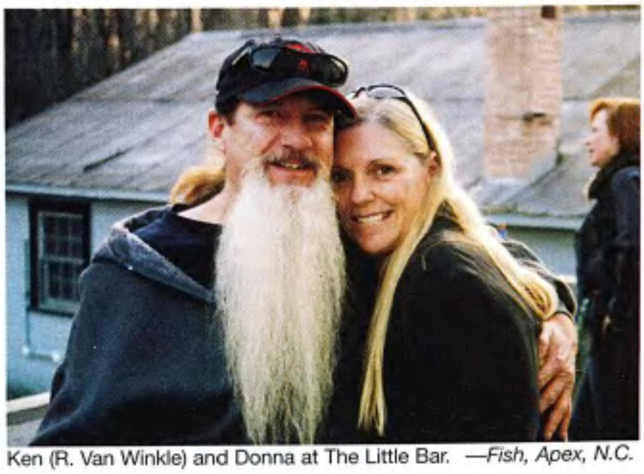
Three brothers on three Harleys from North Carolina, in Colorado. *—Bill Aldridge, Connelly Springs, N.C.*

"Stay right there, I'll get the lotion!" *—Donna Shue, Charlotte, N.C.*

Easyriders always keeps ya warm. *—Andy Schupach, Fenton, Mich.*

Inviting. *—David Zuhr, Rapid City, S.D.*

Pick up yer feet! *—Shelia Brannon, Little Sturgis, Ky.*

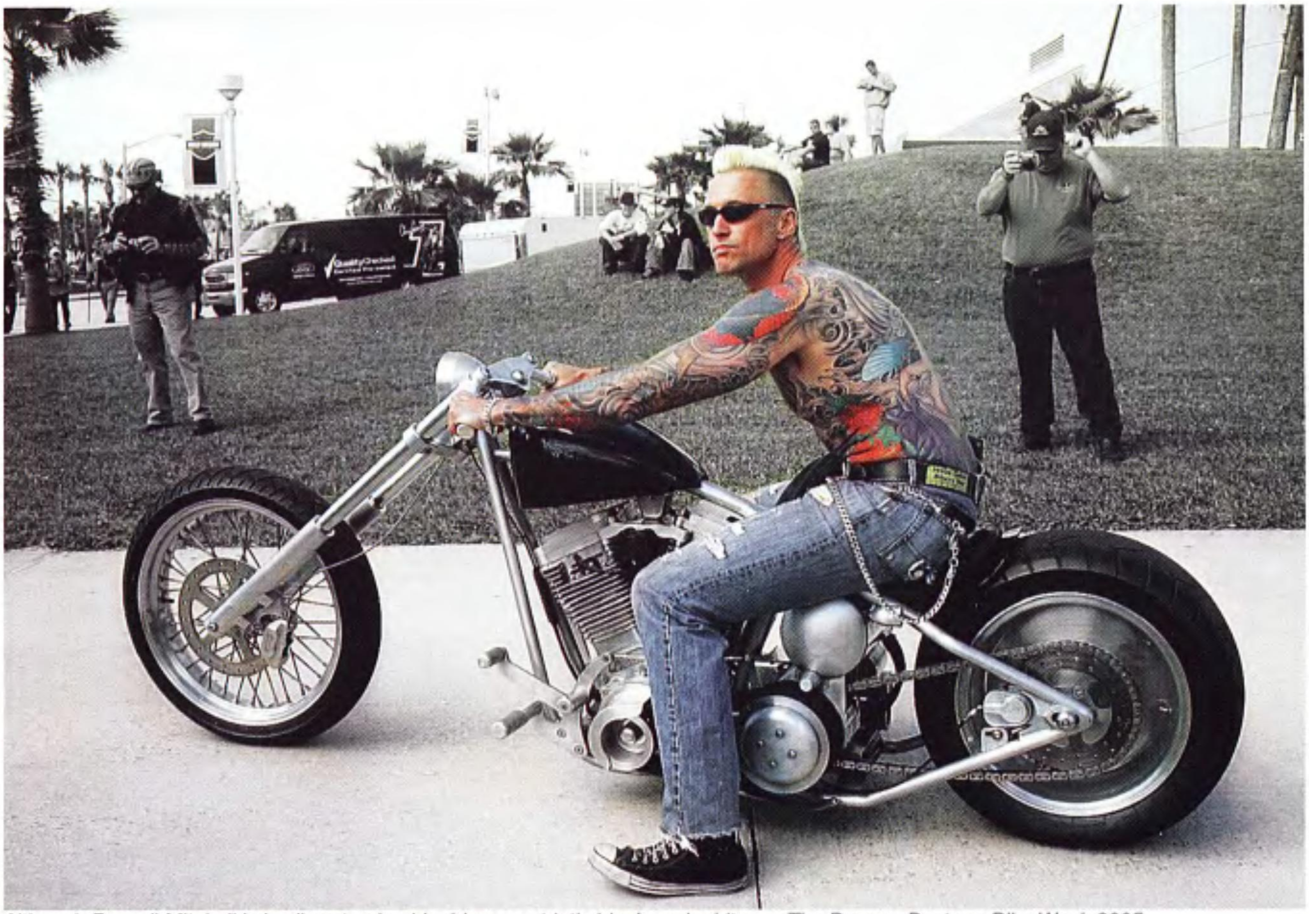


Ken (R. Van Winkle) and Donna at The Little Bar. *—Fish, Apex, N.C.*

Larry Hagman, still Ugly, at Rip's B.A.D. Ride 7, with Don Dog (l.) and Ski. *—Michael Stasinski, Norwalk, Calif.*

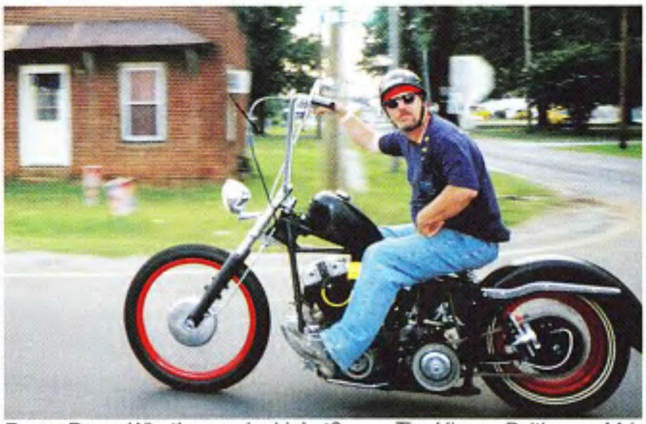
Big Dog of Atlanta, Customer Party. *—T.W. Banks, McDonough, Ga.*

Wide-eyed at Easyriders Bike Show. *—Gina Mago, San Diego, Calif.*



Although Russell Mitchell is in vibrant color, his rides are strictly black-and-white. —*The Breeze, Daytona Bike Week 2005*

In Daytona they call her "Blossom." —*Harvey Darling, Wroxeter, Ont.*



Funny Bone: What're *you* lookin' at? —*Tim Himes, Baltimore, Md.*

Come and get it! —*S.A. Taylor, Pasadena, Md.*

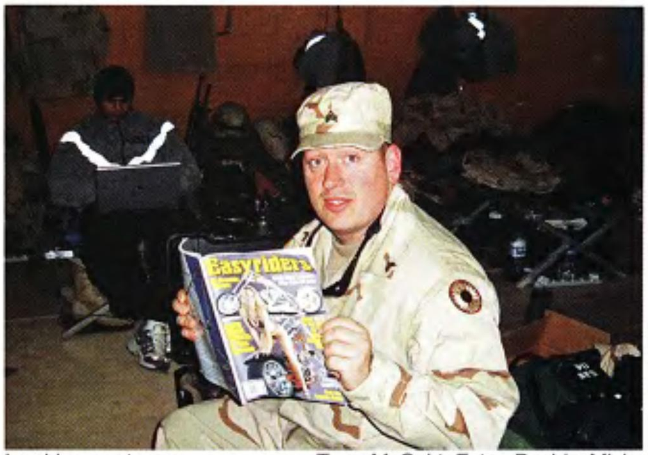
Maybe someday you'll have a big one too, son. *—Max Adams, Elgin, S.C.*

Big Nate on the chopper that will be his when he returns. Both rider and ride will kick yer ass! *—Carlos Pintos, San Jose, Calif.*

Peace *and* love from Daytona. *—Leo Franklin, Jacksonville, Fla.*

Perfect pontoons. *—Vic Pecorino, Huffman, Texas*

Buck, out Sportster puttin'. *—Lesley Slenning, Henderson, Nev.*



Inspiring our troops. *—Tracy McGuirt, Eaton Rapids, Mich.*

Comfortable in their skin. *—Katmandu, Ft. Lauderdale, Fla.*

Desert hottie rides her own '99 Fat Boy. *—Jeannie Pratt, Mesa, Ariz.*

Friendly biker folks. —*Terry Christoffer, Conesville, Iowa*

Watch that forked tail! —*Scott Southwick, Easthampton, Mass.*

Mighty milkers at Hog Wild. —*Nate Ullrich, Conesville, Iowa*

Hot rods and Harleys — forever. —*Peter Ryan, Quispamsis, New Brunswick*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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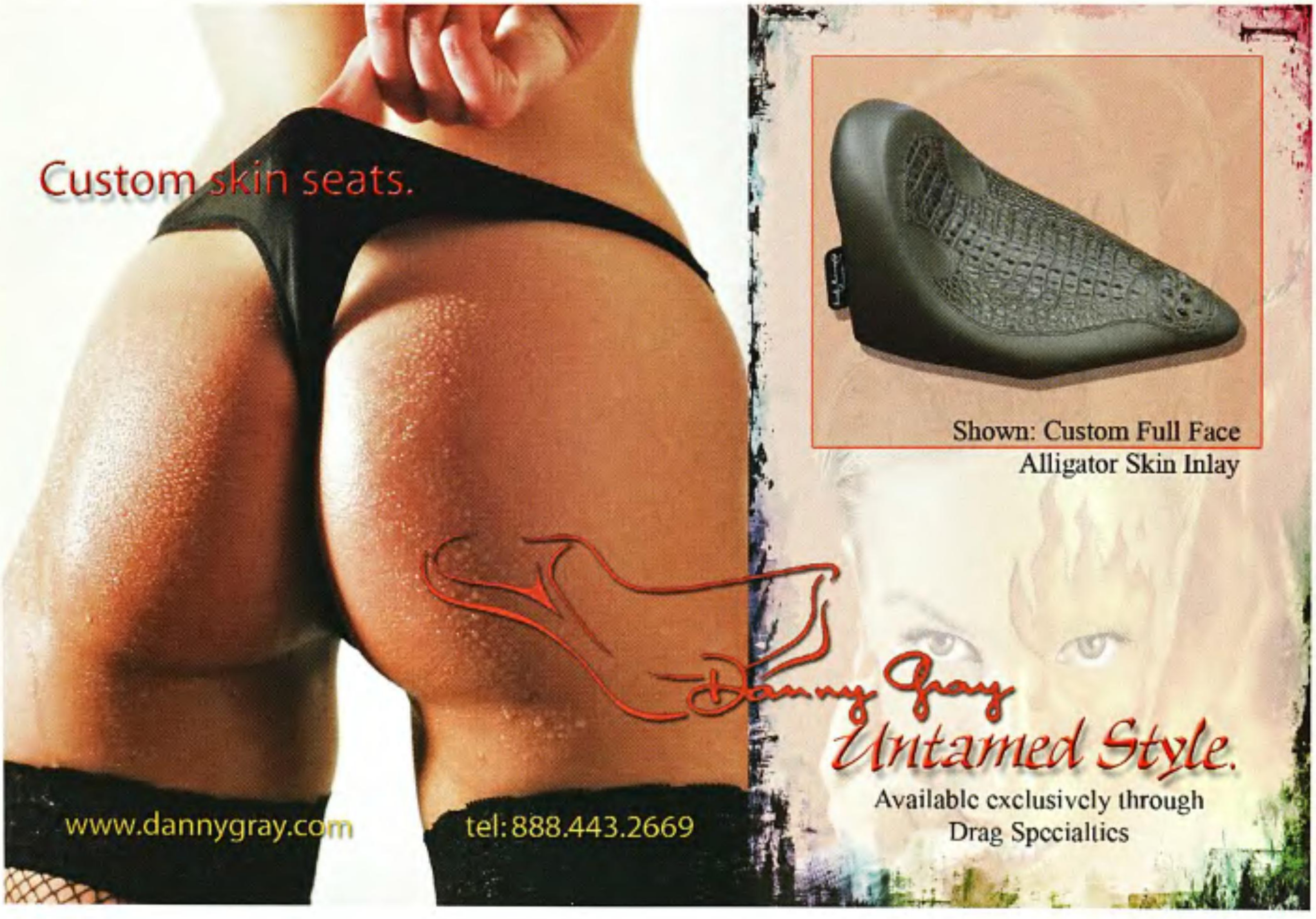
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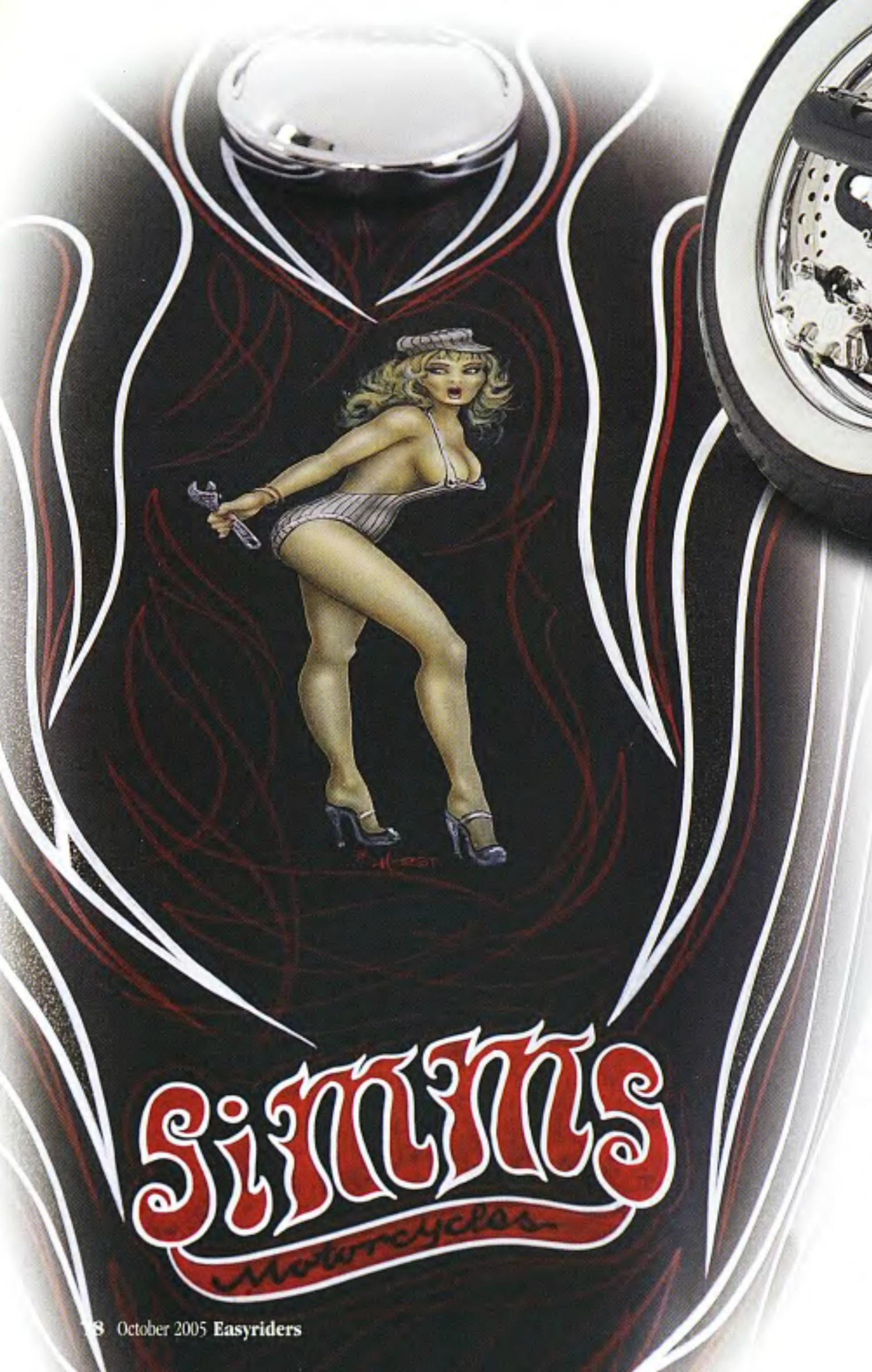
Simms Builds A Bobber

DEATH TRAP

This is not your typical Ron Simms kind of bike. Hunter Simms, Ron's son, explained why: "We wanted to show people that we are not just about the super-high-end bikes, we can do anything we want. And if we do it, it's going to look really good." The bike started out with a frame that they horse-traded for. It was an original '48 that was in decent shape, but not cherry.



After cleaning it up, they fitted a reproduction springer and handlebars from Tedd's V-Twin. They are just like the originals from the '40s. Hunter says Tedd's is the only company "who really deals with the old stuff." The headlight and "dog dick" (Sparto) taillight are also from Tedd's. The seat is a one-off from Corbin that they built right on the bike.

The engine embodies the Simms ethic, that is to say, it's a true monster. Hunter says it literally sat on the Simms shelf for six to seven years while they figured out what to do with it. Early on, the Delkron 4-cam cases had oil-puking problems. They were designed for drag racing where it wasn't a problem, but on a street motor, it didn't work. Finally someone came up with a solution in the form of an improved oil pump, which made it streetable.

pinstriping and '50s pinup girl graphics. He also named the bike "Death Trap." When they got the sheet metal back from him the name was a total surprise. He figured that for a bobber with a monster motor and "hardly any brakes," Death Trap was the most fitting name for it.

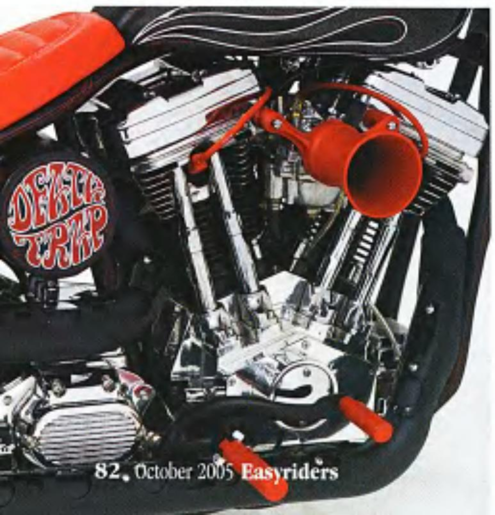
Although Simms has an impressive parts catalog, there are surprisingly few of their original products on this bike. They used their mid-controls, which are really clean. They bolt on to the bottom bolts of the tranny and the master cylinder tucks out of the way behind the tranny cover. The pegs and grips are also Simms prototypes and were powder coated by Maas Tech Coat in nearby Union City. He had an idea to make them look like rubber and Simms let them run with it. The spoke wheels and

Originally, the motor came out of a personal bike owned by Jimmy Hannan of Hannan's Machine Shop, in Hayward. For three generations, since 1956, Hannan's has been doing top end work on go-fast Harleys. It uses Axtell barrels and J&E pistons, a set of Andrews V4 Sportster cams, an S&S carb and a Dyna 2000i ignition. The heads, originally from a Sportster, were reworked with Black Diamond valves and springs.

The '50s ethos paint by Horst started in flat black, with heavy metallic flames from House of Kolor. He laid down the

Avon Tyres' whitewalls finish off the bike as a Simms original.

Hunter says it is a blast to ride and "so responsive it isn't funny." When asked what Simms Custom Cycles is up to next, he replied, "Same thing that we're always up to, building new, cool bikes." If you're in the market for a cool bike of the Simms variety, call 510-537-3338 or visit www.ronsimms.com. —*Kit Maira*



GENERAL
Owner: Simms Custom Cycles
City: Hayward, California
Fabrication: Simms Custom Cycles
Year/make: 2004 Simms Custom Cycles
Model: Bobber
Assembly: Simms, Dave Tob
Time: 8 weeks
Chroming: Carrera Plating

ENGINE
Year: 2004
Reuilder: Simms /Jimmy Hannan
Displacement: 107 inches
Cam: Andrews V4
Carb: S&S
Ignition: Dyna 2000i
Pipes: Simms Custom Cycles

TRANSMISSION
Make: Baker
Year: 2004
Shifting: 6-speed foot

PAINTING
Molding: Simm's
Painter: Horst
Color: flat black
Type: House of Kolor
Special paint: graphic, gray flames red and white pinstriping

FRAME
Maker: 1948 Harley-Davidson
Type: rigid
Rake: stock
Stretch: stock

ACCESSORIES
Handlebars: Tedd's V-Twin
Handlebar controls: Performance Machine
Fender: Simms Custom Cycles
Headlight: Tedd's V-Twin
Taillight: Sparto - Tedd's V-Twin
Speedo: none
Pegs: Simms Custom Cycles
Electrics: Simms Custom Cycles
Foot controls: Simms Custom Cycles
Gas tank: Simms Custom Cycles
Oil tank: Paughco
Oil system: uh huh
Seat: Corbin
Mirrors: none
Grips: Simms Custom Cycles

FRONT END
Type: springer
Builder: Tedd's V-Twin

WHEELS
Size: 21-inch front/16-inch rear
Type: Tedd's V-Twin
Tires: Avon Tyres
Brakes: Performance Machine
Photos: Rick Hustead

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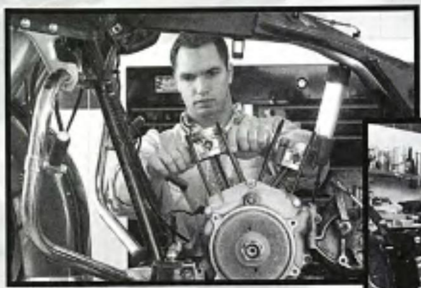

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FoxHunt

Meet May's Winner

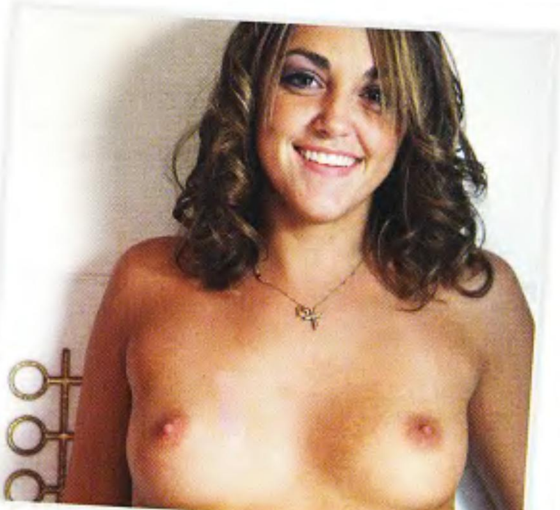
So, one time I had this job in Vegas and I needed a limo. I hate getting a limo and havin' some fat bastard driving it, so I asked for something a little nicer to look at. The limo pulls up and BAM, out pops your May Fox Hunt winner Sadie. Seems Sadie and her ol' man run a limo business in Sin City and business is...busy. Well no shit. It doesn't matter if you're a ball-breakin' wiseguy like me, or a $2 blackjack player, you get a glimpse of Sadie in that tight (in all the right places) "driver's attire" and you're gonna want to ride around in that limo all friggin' night. But don't get too comfortable there, sport. Remember I said the business was run by Sadie AND her ol' man...lucky bastard. Now, so are you, because we flew Sadie (sans the ol' man) out to NorCal and teamed her with photog Mike Chase on Cole Foster's *Biker Build-Off* bobber. Now, if you're ever lucky enough to pick the right limo service in Sin City, you get yerself a little extra fantasy thrown in for free!

—*Mr. White*

Stephanie—Wisconsin

#0901

"My first ride was with my father at the 100th. I felt so free and excited that I'm now forcing my husband to borrow my dad's bike all the time."



Amanda—Ohio

#1002

"I had just got off work and was offered a ride home on the back of this guy's rigid. The frame wasn't the only thing rigid I rode that night."

Hope—Florida

#1003

"My first Harley ride turned out to be the best vibrator I ever played with."

Christine—Vermont

#1004

"My first ride was just incredible. I don't know what's better, the ride or multiple orgasms."

Sophia—Maryland

#1005

"It was six years ago and it made a very big impression on me. So much so that I went out and bought a Dyna Low Rider, learned to ride and have been on it ever since."

Kaye—North Carolina

#1006

"I was scared at first. It was so loud and fast, but once I got used to it, it was great. I've always loved something big and powerful between my legs."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant:

1. Entry photos must be topless. **No Polaroids or scanned photos!**
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (**on a disc**, 3 megapixel minimum)—no negatives and **no Polaroids**. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #388 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes September 1, 2005. The voting deadline for this month's crop of cuties is September 30, 2005. We'll announce the winner in the February 2006 issue.

Sweet mother of mammaries! Here she is, your June Fox Hunt winner, the little bitty with the big titties, Taylor, No. 0604. Come back next month and see her poke someone's eye out!

388

FOX HUNT
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Agoura Hills, CA
91376-3000

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Address ______________________
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Home Phone ( ) ________ Cell Phone ( ) ________
Date of Birth ____________ I am ________ years of age
I will pose nude ________ Topless only ____________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City ____________ State ________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

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FIGHT BIKE

Milwaukee Iron Smacks Out A Zuffa Custom

The Ultimate Fighting Championships have kicked butt with audiences worldwide, its bare knuckle, highly skilled mixed martial arts warriors battling head to head, fist to head, foot to head in the now famous octagon ring. The UFC is headquartered in Las Vegas but its events are seen by millions via Pay-Per-View TV and its bone-crunching DVD series. If you're a fan you know the names Chuck Liddell, Matt Hughes, Randy Couture, Tito Ortiz, Frank Mir, Andrei Arlovski and Rick Franklin. It doesn't get any more in your face, mano-a-mano than the UFC.

Like the TV commercial says, "What happens in Vegas, stays in Vegas." In this case, it was a particularly hardcore and beefy bike built by Randy Simpson who brought several pounds of Milwaukee Iron to raise the ante at the City of 1,000,000 Lights. The bike, as the tech sheet tells you, is

UFC

technically owned by Zuffa Sports which is the limited liability company specifically created when brothers Lorenzo Fertitta and Frank Fertitta bought the UFC from SEG (Semaphore Entertainment Group) in 2001. By the way "Zuffa" is Italian meaning to "fight" or to "scrap."

Milwaukee Iron, whose slogan is "Steel Made In America," got the call to build bikes for both Lorenzo and Frank, one being the yellow bike seen here. Says Randy, "When we talked to them in Vegas they said they wanted something really fat and really mean. I went over the basic elements like the 300 rear tire, the Baker 6-speed and 124 S&S motor and we were just turned loose from there. We ended up doing a huge amount of detail work on those bikes, and it was fun to get into one that deep."

Speaking of details, you'll notice that the triple trees are all set up as octagons to reflect the distinctive UFC octagon ring. Randy used the octagon theme throughout the bike including having Perse Performance make up eight-sided fork legs instead of six-sided. Carrying that theme forward, Randy hooked up with Carolina Custom who created the UFC emblem themed one-off wheels.

Randy sums up the bike when he adds, "The bike is fun to ride and definitely mean looking. Garry Woodford actually used an imprint of his fist that comes out each side of the gas tank, again for the Ultimate Fighting thing."

The bikes were also spotlighted on the Discovery Channel for Randy's show, *Southern Steel*. —*Paul Garson*

GENERAL
Owner: Zuffa, LLC
City: Las Vegas
Designer: Randy Simpson/Milwaukee Iron
Fabrication: Randy Simpson/Garry Woodford/Lee Stamper
Year and make: 2004 Milwaukee Iron Custom
Model: UFC Fight Bike
Assembly: Milwaukee Iron
Time: four weeks
Chroming: Browns Plating

ENGINE
Year: 2004
Model: S&S
Ignition: Crane
Displacement: 124 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: Milwaukee Iron
Pipes: Milwaukee Iron
Transmission: 2000 Baker
Shifting: very well

PAINTING
Painter: TT Custom Workz
Color/type: yellow/ House of Kolor

FRAME
Year: 2004
Builder: Milwaukee Iron
Type: rigid
Rake: 38 degrees
Stretch: 6 out
Shocks: we said rigid

ACCESSORIES
Bars: Milwaukee Iron
Handlebar controls: Climax Custom Controls
Fenders: Milwaukee Iron
Headlight: Headwinds
Taillight: Milwaukee Iron
Pegs: Milwaukee Iron
Electrics: Milwaukee Iron
Gas tank: Milwaukee Iron
Oil tank: Milwaukee Iron
Oil system: Milwaukee Iron
Seat: Milwaukee Iron/PolyPan Gel
Mirrors: Performance Machine
Grips: Climax Custom Controls

FORKS
Type: Glide/Perse Performance
Builder: Protech/Perse Performance

WHEELS
Size: 18 inches
Wheel: Carolina Custom Products
Tires: Avon
Brakes: Hawg Halters
Photographer: Brad Patton

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MONSTER CHOPPERZ

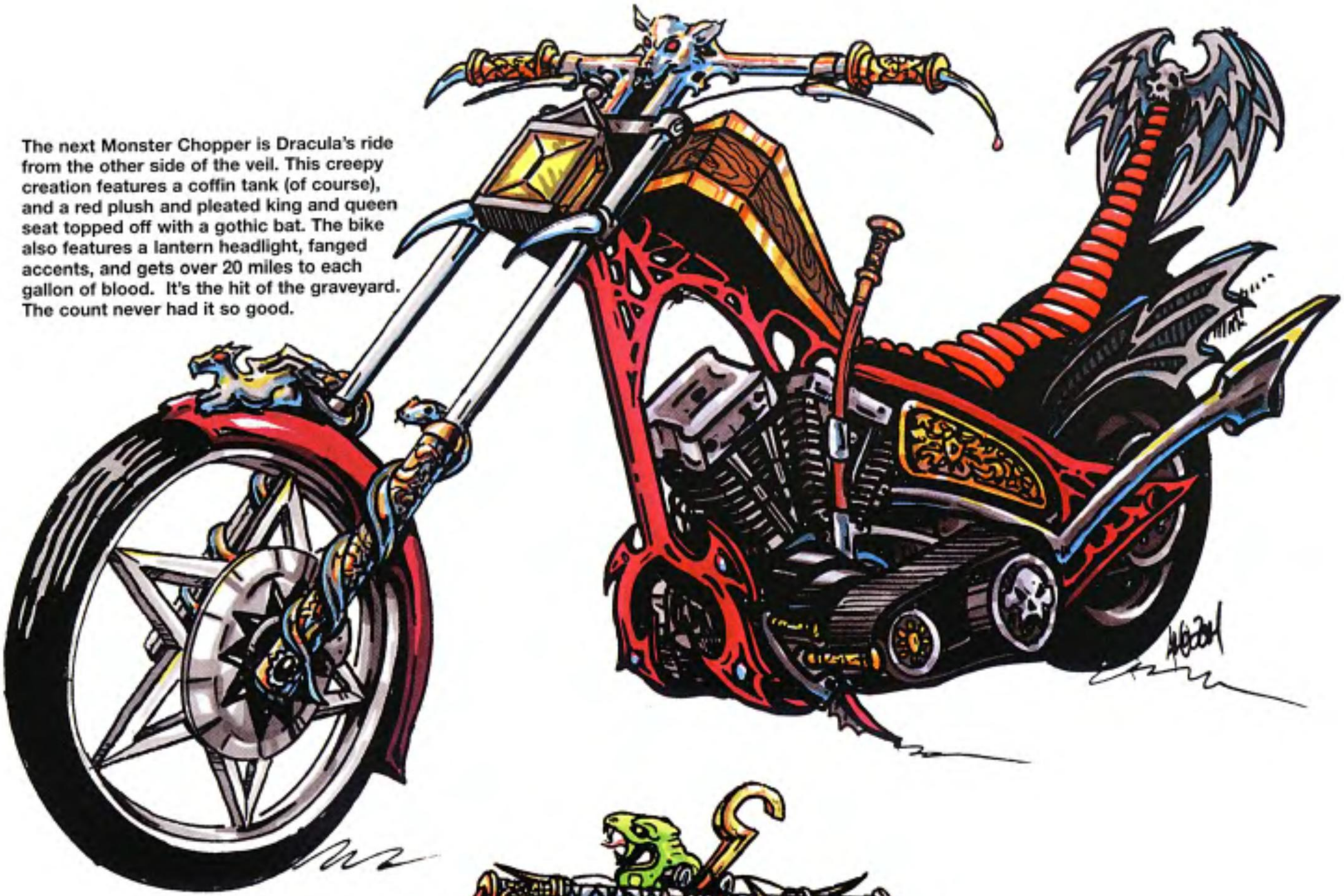
A recent advertisement in *Easyriders* calling for illustrators and cartoonists, led to some interesting characters contacting us. For one, it introduced us to Al Summa and his Monster Chopperz. What could be more appropriate for this October issue? (Say "what" again...)

"My parents tell me I began drawing at the age of 2, which strangely enough is the same age a family took me for my first ride on a motorcycle, a 1960 Harley," Al says. He began riding on a Benelli 65 given to him by his dad on his 12th birthday. His passion for riding continued; over the last 30 years Al's owned some 75 bikes.

"After graduating from art school in 1982 with a degree in fine art, I set out into the cruel world to make my mark. I soon learned I had not picked the most stable of careers, but I did fairly well. As an illustrator I gravitated to fantasy and horror art, having been heavily influenced by the resurgence of the classic horror movies in the late-'60s.

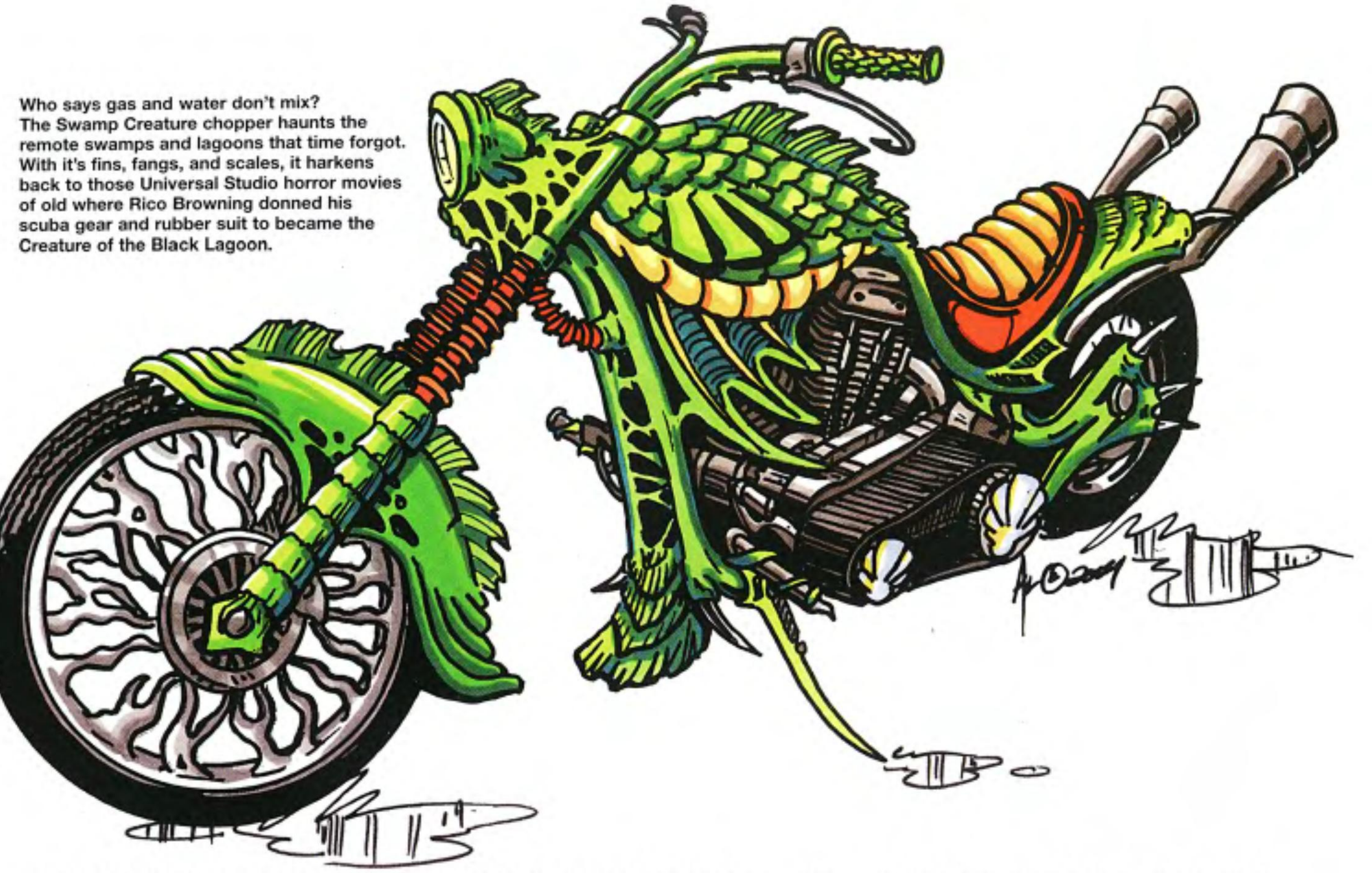
"One day I got to contemplating the popularity of the Discovery Channel's *Monster Garage* and *American Chopper*, series and how I could incorporate my love of motorcycles into a project to resurrect my stagnant art career. Then in a rare moment of genius—my wife will argue my choice of words here—it

Al traveled deep into the woods where the wolf bane blooms, and the moon is full. On nights such as these you may catch a glimpse of the Werewolf Chopper. But beware, few have seen it and lived to tell the tale. From its fur-lined gas tank and fenders to its claw studded rims, this spooky ride is one of a kind and a howling good time.



The next Monster Chopper is Dracula's ride from the other side of the veil. This creepy creation features a coffin tank (of course), and a red plush and pleated king and queen seat topped off with a gothic bat. The bike also features a lantern headlight, fanged accents, and gets over 20 miles to each gallon of blood. It's the hit of the graveyard. The count never had it so good.

If you dare, travel halfway around the world to the pyramids of ancient Egypt. Rising from its tomb is the radical ride of the Mummy. From a sarcophagus gas tank and hieroglyphics, to the linen-wrapped seat and images of the ancient gods, this machine is fit for a Pharaoh. A dead one, of course.



Who says gas and water don't mix? The Swamp Creature chopper haunts the remote swamps and lagoons that time forgot. With it's fins, fangs, and scales, it harkens back to those Universal Studio horror movies of old where Rico Browning donned his scuba gear and rubber suit to became the Creature of the Black Lagoon.

suddenly hit me. Monster Chopperz!

"I could combine my love of monsters and motorcycles to create a wild and weird collection of spooky motorcycles." (Kinda reminds us of Ed "Big Daddy" Roth and his monster creations hanging out of their wild hot rods and bikes.)

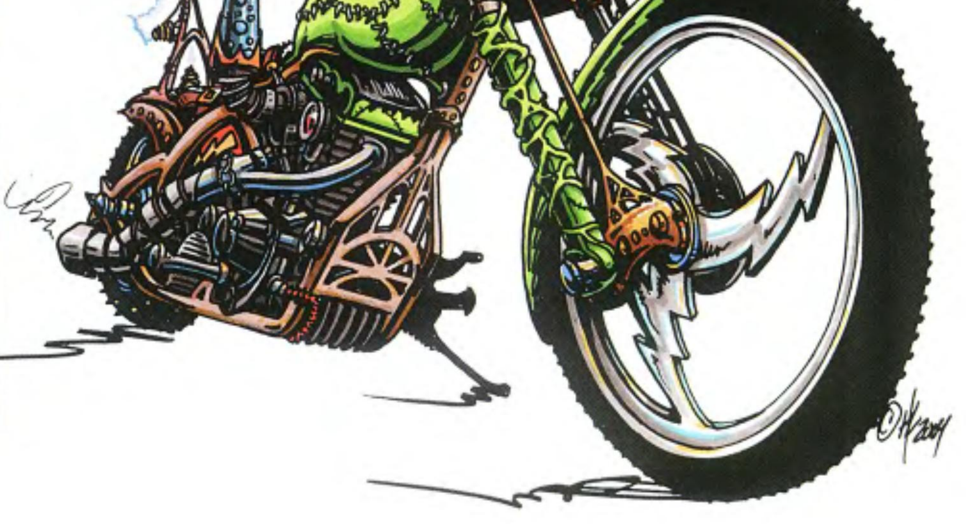
Al is hoping to rekindle his past success by combining two very different passions. He's exploring the idea of marketing die cast toys based on his illustrations. At the same time he wants to start building the Frankenstein bike for his personal ride, then perhaps later the other bikes, maybe built by some of today's renown master builders. Talk about custom theme bikes.

—Kit Maira

Al Summa
www.leadbellystudios@wmconnect.com

Images: Al Summa

Al Summa in his studio.



The first unearthly creation to hit the drawing board was Frankenstein's Monster. It sprang to life from the decaying, rusty parts of dead bikes.

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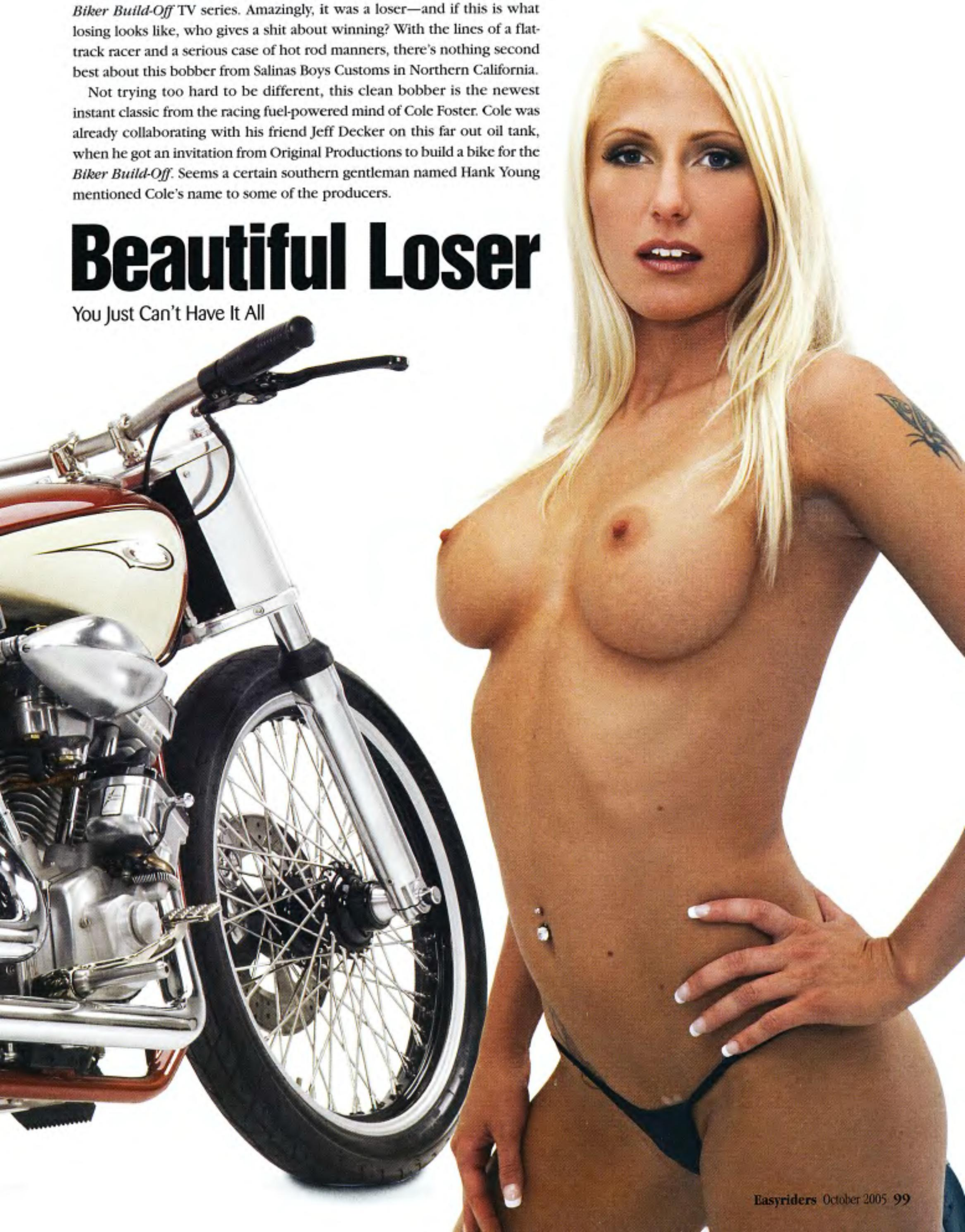
You may have seen this scoot on an episode of The Discovery Channel's *Biker Build-Off* TV series. Amazingly, it was a loser—and if this is what losing looks like, who gives a shit about winning? With the lines of a flat-track racer and a serious case of hot rod manners, there's nothing second best about this bobber from Salinas Boys Customs in Northern California.

Not trying too hard to be different, this clean bobber is the newest instant classic from the racing fuel-powered mind of Cole Foster. Cole was already collaborating with his friend Jeff Decker on this far out oil tank, when he got an invitation from Original Productions to build a bike for the *Biker Build-Off*. Seems a certain southern gentleman named Hank Young mentioned Cole's name to some of the producers.

Beautiful Loser

You Just Can't Have It All



Cole doesn't watch much TV since he's usually working until past midnight forming tin and pipe into something cool and fast. He was familiar with the current "bent on baubles" designs that are seemingly typical of theme bikes, and wasn't willing to create the next cereal-box-toy-style scooter. Since there was this Santee frame on its way from Custom Chrome, Cole graciously accepted the 10 day challenge for a real spark-slingin', metal-meltin', bike-buildin' get together.

Cole was a hot rod guy before messing with scoots, so his definition of a custom is a blend of show and go, resulting in his newest creation called "Beautiful Loser."

When the video crew arrived, Job, who is one of the Salinas Boys, was on vacation. But Cole had a guest from Norway named Thomas, that he immediately put to work on the project. David McGuire started the bodywork, and Job came back at the end to finish it up. Big Mike Rouse kicked over a set of wheels, an S&S motor and even had his motor guy Clayton on hand to make sure it fired right up. Jesse Cruz of Chaparral Signs

in Watsonville, California, turned the paint around in less than two days.

Cole loves Bob Seger (hence the bike's name) and though it didn't win the *Biker Build-Off*, the bike turned out to be a beauty. Cole said, "It's a way of proving you deserve to be here and not much else really matters."

Speaking of Seger, our Fox Hunt winner this month is Sadie from Sin City and she loves to strut her stuff. Pairing this beautiful winner with Beautiful Loser was a classy move.

—El Queso

GENERAL
Owner: Cole Foster
City: Salinas, California
Fabrication: Salinas Boys Customs
Year/make: 2004 Salinas Boys Customs
Model: Beautiful Loser
Assembly: Salinas Boys Customs
Time: 10 days
Chroming: Salinas Boys Customs

ENGINE
Year: 2004 S&S Super Sidewinder
Builder: Big Mike from BMC
Ignition: Morris Magneto
Displacement: 96 cubic inches
Cam and Carb: S&S
Pipes: CCI/Salinas Boys

TRANSMISSION
Year/make: 2004 RevTech

PAINTING
Molding: Salinas Boys Customs
Painter: Jesse Cruz of Chapparell Signs
Color: burnt orange
Type: PPG
Special paint: Jesse Cruz

FRAME
Year/make: 2004 Santee
Type: hidden-shock
Rake: 30 degrees
Shocks: Santee
Modifications: Cole Foster

ACCESSORIES
Handlebars: Salinas Boys Customs
Risers: Salinas Boys Customs
Handlebar controls: Performance Machine
Fenders: CCI/Salinas Boys Customs
Headlight: CCI/Salinas Boys Customs
Taillight: Salinas Boys Customs
Pegs: Salinas Boys Customs
Foot controls: Salinas Boys Customs
Electrics: Thomas
Gas tank: Salinas Boys Customs
Oil tank: Cole Foster
Primary: Salinas Boys Customs
Seat: Corbin/Salinas Boys Customs
Grips: Salinas Boys Customs

FRONT END
Type: wide
Builder: CCI/SBC

WHEELS
Make: Big Mike's Choppers
Hub: Big Mike's Choppers
Size: 18 x 5 rear, 21 x 2 front
Tires: Avon
Brakes: Tolle rear, CCI front
Photos: Mike Chase

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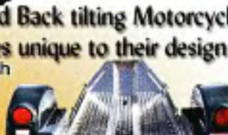

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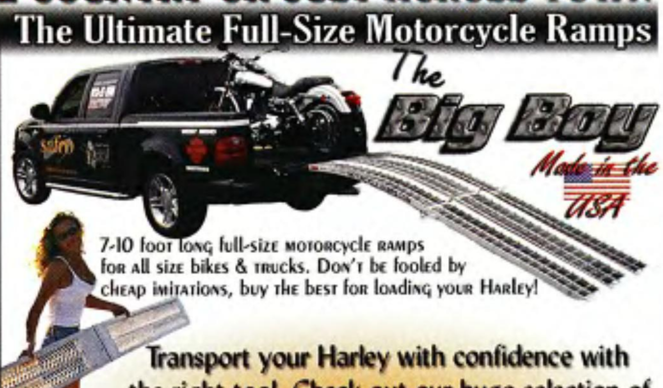

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YOUR DREAMS"

Jerry Gamelius saw a few pictures of Fred Kodlin's famous chopper with "invisible" rear-wheel drive and brake and couldn't stop thinking about it. He finally came to the conclusion that he had to try it for himself, just to see if he could make it work. And it actually works just fine, as you can see from these pictures.

When we visited the Custom Chrome show in Mainz, Germany, in 2003, Fred Kodlin's "Sodom" was the big talk of the show. Everybody had their own theories about whether it was possible to drive and brake a quarter-ton chopper with a rubber roller against the rear tire. "The system hardly even works on bicycles with a tiny 50cc motor," said one critical bike builder. At a party for the exhibitors, we asked Kodlin himself. He told us, self-assuredly, that it worked perfectly and that we could have a test ride in case we didn't believe him.

"I kept wracking my brain over how Fred had done it, and if maybe it was a good idea after all," Jerry told us. "Later I went to a show in Hamburg,Germany, with some friends, and there it was! I spent 30 minutes with my head in that rear wheel."

The more Jerry, from Motala, Sweden, went over the design in his mind, the more sense it made. He planned to use the widest possible rear tire for his project, which means you either have to cough up a fortune for a right-side-drive gearbox or sacrifice handling by moving the stock gearbox or entire driveline to the left. Neither alternative seemed

Jerry Gamelius Wracked His Brain Over How To Do It

LOOK, MA, NO BELT DRIVE!

666

acceptable. But with Kodlin's invention Jerry would be able to use a normal gearbox and keep the motor, rear wheel and everything else in a completely straight line.

Jerry had purchased a half-finished bike at a fair price, complete with a supercharged 113-cubic-inch S&S motor and used it as the basis for this scoot. The invisible final drive was obviously going to be the biggest problem.

Jerry found a pair of solid rubber wheels for some kind of industrial use, 4 inches wide and 6 inches in diameter, and bolted them together into one. He connected the gearbox with a short chain to a countershaft, which was connected by steel cogwheels to another countershaft on top of the first one. On the top countershaft he put the drive roll and a homemade small brake disc with a Super Glide front calliper. To make the whole setup easily accessible he made an oil tank that is split in halves, which swing out at the rear.

"I tried to calculate beforehand how the gearing would turn out and actually got it right from the beginning. For every turn of the rear wheel, the rubber roller does four turns, which gives stock-type gearing. I'm sure this drive steals a few horsepower, but if it had been power and speed I was after, the bike would look totally different anyway. I'm not planning to use it for any road racing," Jerry laughs.

Jerry is proud that he has taken on an even bigger challenge than Fred Kodlin did. The German bike has a rigid frame, and to make the setup work on a swingarm bike makes it even trickier. Being a genuine home bike-builder, Jerry has also created the 11-inch rear wheel from two 18-inch aluminium car wheels. The rear wheel alone meant a whole month of work on evenings and weekends. The 300 Avon tire combined with the lowered steering head makes the machine look like a real dragbike.

The bike was finished the night before the Norrtälje Custom Bike Show in Sweden, where it earned a third prize in the Custom class. "A lot of people at the show never noticed the naked rear wheel, and some of those who did thought I had entered a half-finished bike." Jerry says.

Back home, Jerry could start adjusting the invisible drive and start on some serious road-testing. The bike turned out to function just as well as a machine with a traditional belt drive or chain. And when we asked the builder if he wanted to finish the photo shoot with a big smoking burnout, Jerry didn't need much convincing. —*Charley Charles*

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GENERAL
Owner: Jerry Gamelius
City: Motala, Sweden
Chrome: Krom-Leffe, Motala

ENGINE
Make and type: S&S V-twin
Displacement: 113 cubic inches
Bore and stroke: 4 x 4
Carburetor: H-D CV, modified
Supercharger: Magnacharger
Cam: Magnacharger special
Exhaust system: homemade
Ignition: Dyna 2000i

TRANSMISSION
Primary drive: BDL 3-inch belt
Clutch: BDL
Gearbox: 5-speed
Primary cover: by a club buddy

FRAME
Make: Calles Chopperdelar, modified
Rake: 45 degrees
Stretch: 2 inches over
Suspension: Legend Air

PAINT
Painter: Pekka Multanen
Murals: Magic Man Tattoo, Mjölby, Sweden

ACCESSORIES
Gas tank: Custom Chrome, modified
Oil tank: by owner
Handlebars: by owner
Seat: Bil & Marin, Linköping, Sweden
Hand controls: ISR
Foot controls: Calles Chopperdelar
Headlight: Headwinds
Taillight: Custom Chrome
Rear fender: homemade with internal fender struts

FORKS
Make: old Jap bike
Extension: none

WHEELS
Dimension: 17-inch front/18-inch rear
Type: Japanese front/homemade from two car wheels
Tires: Avon
Brakes: Tokico front/H-D rear
Photos: Siwer Ohlsson

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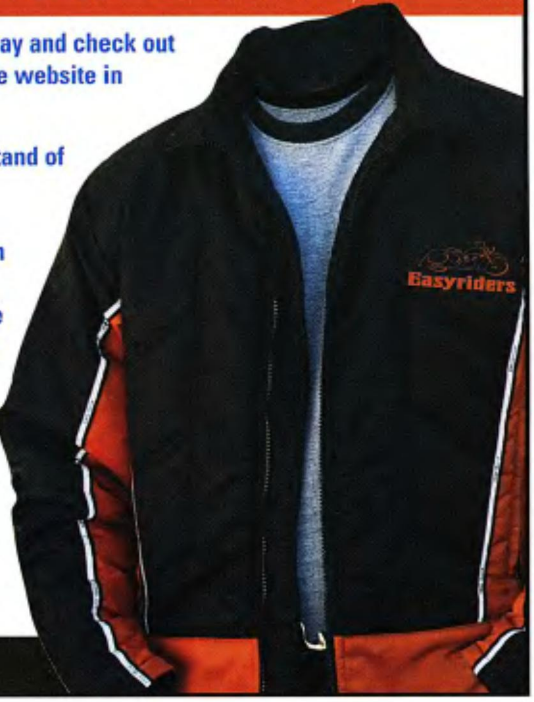

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1995	5	6	7	8
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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
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1996	5	6		8		10
1997	11	12				
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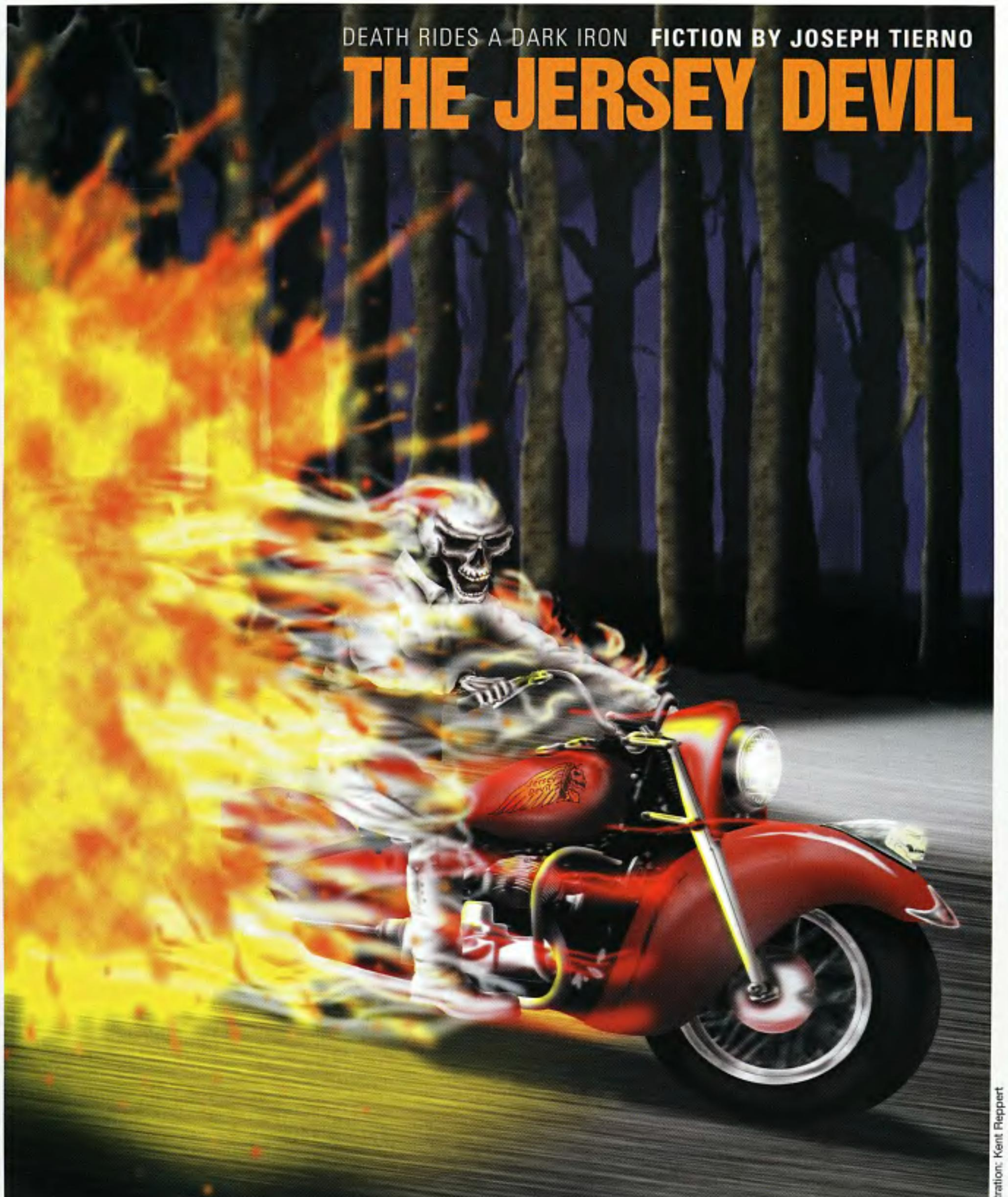


Illustration: Kent Reppert

"That Frankie DePalma was a crazy bastard!" "He was a genius!" "He was the DEVIL!"

So much for the opinions of the local townspeople, that is those who are still alive and actually remember him. The rest just repeated and embellished what they heard. You know how these urban legends grow, especially in small towns.

I hurt my back on a construction job and was hoping to make a little side money doing research for a story on New Jersey and how, during the Revolutionary War, the locals made cannon balls from bog iron, an iron-rich clay found throughout the region. That's how I came across the little town of Blue Springs.

It's off Route 553 in the south eastern part of the Garden State. Industry, housing developments and malls haven't quite desecrated this part of New Jersey yet. It looks as it did for the past 80 years—a smattering of small towns, dirt farms and horse ranches, but still mostly dark forests

of dense thorns, pines and old oak trees that grow right up to the edge of long desolate tar surfaced roads.

It was late October and the leaves were in flame. I can't remember seeing autumn colors this brilliant. It's as if you were driving through a painting. The humid heat of summer was over, there was a slight chill in the air and tonight was Halloween. I wished I were back home in Philadelphia with friends, instead I was heading back into town for some old farts' Halloween party.

I met the eccentric citizens of Blue Springs at the local hardware store when I stopped to pick up film and batteries. It seemed that the store was a gathering place for everyone in the town over 60. With a coffeepot, soft-cushioned seats and tables in front of a large bay window facing Main Street, it was Blue Spring's version of a Senior Citizen Center.

I overheard Norm Miller, proprietor of the store, say, "What did he do to make that motorcycle go so fast? I can still see him riding around town on that bloody red Indian with no mufflers. Nobody could catch him, not even the state police. Do you remember when the state police rode Harleys?"

I'm not sure as to whom Norm was talking at the time but the words motorcycle, Indian and Harley awakened a longing in me. I haven't been able to ride my Harley without excruciating pain since my accident. I introduced myself, stated my purpose and said, "By the way who were you just talking about?"

"Oh, just a local boy named Frankie DePalma; long before your time young fellow, before the war, the big one—World War II." Just then it seemed that everyone in the store had something to say about Frankie DePalma.

"Not only was he never caught, but he was never caught in the act." Said Arty Smith, a dried up little man in an old suit with a bow tie. Then Arty started laughing. "Like at the 1938 Atlantic City parade. This big car dealer was showing his new line of 1939 Fords. That's when, 'they say,' Frankie stuffed fresh potatoes in all the exhaust pipes. When they started those Fords, it sounded like a line of cannon fire, blowing potatoes pieces all over the place.

"Unfortunately those cars were in front of the Miss America float that was being drawn by six white horses. Well, the horses started running and those poor girls hung on for dear life. One of those young ladies jumped or was thrown off and landed near me on top of a guy selling cotton candy. She was one

pink gooey mess. Lucky no one was killed." Arty laughed again.

"Not all of his jokes were malicious, he did a lot of good." Said Howard Hall, an overweight, retired milkman wearing a floral shirt. "How about the time he called the fire department, then set fire to the garbage cans at the old Sheffield house." Howard looked at me and winked and all the men chuckled. Howard continued: "It was one of those places where women granted certain favors for a price."

"Oh yeah," Norm butted in, "And who came running out the back door buck naked but what's-his-name...that new preacher. He had raised money to build a new church and was about to skip town with one of those little honeys and the money too."

The stories of Frankie's exploits continued to amuse me until Norm turned to me and said seriously, "You know they say Frankie DePalma was the Jersey Devil."

"That's not true!" interrupted Rose O'Riley, who was at the counter buying mousetraps. "My father saw the real Jersey Devil and I'll tell you one thing, from that night on he was a changed man. Dad never took another drink and even started going to church. He said it wasn't Frankie DePalma."

"What happened?" I asked.

Rose came over to the table, tightened her lips, took a deep breath and plopped down into a chair with a huge sigh. "Word for word, this is what he told me." Rose held her right hand up as if she were swearing on a bible and began:

"Dad was driving down 553 in the middle of the night when all of a sudden he heard a loud explosion and right next to him, there he was, this flying devil—and he was on fire! He looked right at my father with a white glowing skull face and then poof! He suddenly disappeared. My father almost ran the car into the woods. He said there wasn't a sound after that, it was as if the Gates of Hell suddenly flew open and snapped closed."

I asked, "Did any of you ever see this flying devil?"

Arty spoke for everyone. "Nah, nobody here, but we all heard the stories. As kids, we were too scared to go out at night."

Norm said, "Old John over there has a real fascinating story."

John Edwards, an 86-year-old retired engineer was sitting quietly in the corner. He lifted his head and in a shaky voice spoke up. "I know the secret of the Jersey Devil, at least the one in these parts."

Howard interrupted with, "Except that no one's ever seen your proof."

John gave Howard a dirty look and began his story: "Frankie was a hero to us kids. Some say he was a genius. Maybe that's why he dabbled in practical jokes. He was an originator, even made his own carbs. Frankie worked in his father's auto repair shop, right over there and repaired bicycles and motorcycles in a building behind the farmhouse." John pointed a shaky finger to the right. "Frankie had a small apartment over his shop so he could come and go as he pleased. Ten years after Frankie died I got married and bought the old DePalma farm. That's when I discovered the secret room."

"A secret room?" I asked.

"Yeah, the secret room that nobody ever saw," John said. "In his repair shop was a closet with a hidden door leading to a small room. The small room had a large door opening to the outside toward the woods. You couldn't see it from the outside. Heck, I lived in that house for three years before I found it."

"What was there?" I asked.

"That, my boy, is the crux of the story," he said. "Inside that room was the strangest thing. It was an all black Indian motorcycle. Mounted on the tank just in front of the seat, facing up, was a large round searchlight wired to a switch on the handlebars. The bike had a big car muffler. Right before the muffler was a cutout that was controlled by a lever on the handlebars along side two electrical switches. On the frame behind your right leg was a small tank filled with gas or something. Attached to it was a hand pump. The tank had a copper line plumbed to that straight exhaust pipe."

"I don't understand any of this," I said.

"Do you know what a cutout is?" John asked.

"I think so," I replied.

"It's a two-way valve that you put on an exhaust pipe ahead of a muffler," John said. "It has a cable attached that can be pulled or pushed to divert the exhaust gas either through the muffler, which makes it quiet, or to a straight pipe that makes a lot of noise. They're illegal in this state. Everything's illegal in this state! Here's the best part. Hanging on a hook above that Indian was a skull facemask with a built-in pair of motorcycle goggles and a white suit and cape made out of asbestos with long strips painted yellow, red and orange to look like fire."

"John, tell this young man your crazy theory," Howard chuckled.

"I'm getting to it," John said. "I figured Frankie, after showing himself in town, slipped away to his secret shed; put on his devil outfit; exited the back through the woods and waited in the dark. One of his haunts was a gravel pit in the woods where young people would borrow the family car and go sparking."

"Sparking?" I asked bewildered.

"Yeah, you know, making out, sex," he said.

"OK, I get it," I said

"They wouldn't be paying much attention and I imagine they might still be pulling up their pants as they pulled out onto 553." John said. "Frankie could ride up behind them using that quiet muffler and no lights. They would never hear him coming. You know, those old cars were pretty noisy inside. As he came up along side of them, he would have pumped some of that flammable mixture into that straight exhaust pipe. Then simultaneously he would shine that ghostly light up into his skull face, open the cutout to the straight exhaust pipe, and hit the switch that fired the spark plug igniting the explosive mixture and suddenly he's the flaming devil from hell!

"The flames would temporary blind the driver giving Frankie enough time to speed over the hill before the driver regained his eyesight. Using the quiet muffler Frankie could cut through the woods, put everything back and return to town before the trembling couple could arrive to tell their frightening story. People would swear it couldn't be Frankie since it seemed like he was in town the whole time."

"John, tell him what happened to all that stuff," urged Howard.

"It all disappeared," John said.

"Disappeared?" I asked.

"John, tell him that Frankie came back for his stuff," Howard said with a laugh.

With a dry rasp in his throat John continued, "It was on Halloween like tonight. I was home alone. My wife was in town when I heard an explosion from Frankie's shop. I ran out to find the secret door wide open and everything gone. There was frost on the ground but there wasn't a footprint or tire track anywhere except mine. It was as if it all evaporated. That same night for no reason the shop went up in flames."

"Wow! That's some story. Just how did Frankie die?" I asked.

"One of his jokes backfired on him," John said. "Frankie was riding one night with two of his friends. They were riding too slow so he took off leaving them behind. Then he waited on the side of the road for them to catch up. He could see their jiggling headlights coming up the bottom of the steep hill, that hill right out here on 553. He was going to scare them.

So he shut off his lights and as his companions came up over the hill he was going to drive right between them at full speed," John let out a deep breath and continued. "Except it wasn't two motorcycles with jiggling lights, it was an old two-ton truck loaded with moonshine liquor that came out of the woods from a still. You see his two friends got tired of playing catch-up and decided to turn around and go back into town. As Frankie came over the hill he never had a chance. That's why the locals around here call that hill DePalma Hill. Some of us get the feeling he's still around—watching us."

There was a long moment of silence. Howard broke the moment with, "Say, young man, why don't you stay tonight for the big Halloween party. It's right over there in the fire hall. Lots of good home-cooked food and a real four-piece band. People come as far away as 50 miles."

"No, thanks. It sounds a little too wild for me. I'm heading back to Philly," I said

"You ought to consider it," Howard pressed. "Roscoe Roberts will be at the party. He grew up on a blueberry farm that has a bog iron pit in the back and I believe parts of the smelter are still there. That would make a nice photograph for your story on cannon balls."

"Well, all right. You talked me into it. Do I have to wear a costume?"

"Nah. Only about half the people get dressed up, the rest come as old people," he said. "See you at seven."

It was a long night and Roscoe never did show up. As the old folks started to leave, I got tired of cider and went to the local bar but I really wanted to be home. So after a couple of quick beers I left. I started my car, floored the gas and started up DePalma Hill. It was a moonless black night, without a star in the sky or a street light to illuminate the surroundings. I was driving through an inky tunnel of nothingness, only the faded centerline kept me on the road.

I was suddenly shaken out of my beer-induced mellowness with an explosion so loud it made my ears ring. Engulfed in flames a skull-faced creature was right along side me! He turned and stared me right in the eye. The face of death chilled me to the bone. Then he accelerated past me like a rocket and disappeared over the hill. I hit the brakes, pulled over and turned off the engine. My heart was pounding so loud the deer could hear it. I kept repeating, "I don't believe this, I don't believe this."

Then I realized what was happening. After all, I never did believe in ghosts or devils. I get it, now. I'm the victim of a practical joke. Those old folks pulled a good one on this city slicker. They tell this scary Halloween tale, keep me there 'till it's late, then send someone in a costume after me and scare another fool. I'll bet they've been pulling this stunt for years.

Now I'm really pissed. I'd turn around, I thought, if I knew they were still there. I started the car. Still shaking I slowly approach the crest of the hill. What's that red glow? Oh good, I hoped that "Jersey Devil wannabe" crashed.

A man waving red flares came running up over the hill shouting, "Stop! The road's blocked. There's been an accident down here. I have people all over the road. Help me put down the flares before someone comes speeding through here."

"Yeah, sure."

When I came back and looked down from the top of the road, I saw a senior citizen's van lying on its side. Some of the old people were sitting along side the road while others were walking around the road in a daze. I recognized them as the same people at the Halloween party. If I had come over that hill at the speed I was traveling I would have run them over.

"What happened?" I asked the driver.

"As I came over the hill a strut on the front end collapsed. I tried to keep it on the road. As I slowed down, it just laid over on its side. It could have been a lot worse. I think most of the people are OK except for shock."

"How come that motorcycle didn't hit anyone?" I asked.

"What motorcycle?"

"The one that came over that hill, you couldn't have missed him."

"Buddy, you're the only thing that's come up or down this road in the last 10 minutes," the old driver said.

"Are you telling me that you didn't hear an explosion? You really didn't see a motorcycle with a loud exhaust come over that hill?"

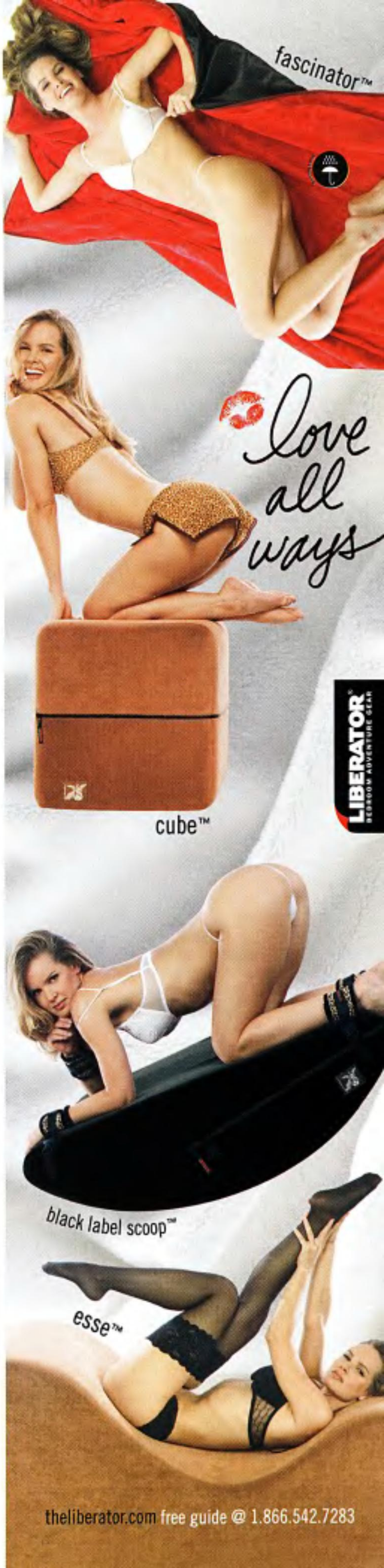
"Have you been drinking? I'm telling you there hasn't been anybody on this road except you. How could anything get through?"

I thought to myself, I SAW HIM! I saw him go over the hill. He had to be doing over 100 mph. Nothing human could turn off at that speed. The driver looked at me quizzically and asked, "Say Buddy, you're not one of those crazy Jersey Devil believers, are you?"

"Who me? Oh, no."

I thought to myself, "Not until now." ■

Happy Halloween from the staff at Easyriders!



Biketoberfest, shmiketoberfest, you say? With all that global warming being so successfully ignored by our current fearless leader, who needs to head to Daytona to frolic festively at a time, when elsewhere snow and ice and cold temps should turn us into icicles, at least theoretically? If the polar caps keep shrinking the way they have been, we could soon be having Biketoberfest in Fairbanks—some 5 degrees south of the Arctic Circle—and be as warm and cozy there as we've been for the past 13 years some 5 degrees north of the Tropic of Cancer.

Well, all that geography aside, until it actually gets as warm in Fairbanks as it does in Daytona, lots more fossil fuels must be burned. So be a good American and rev it up. Don't let those old dinosaurs have died for nothing. Put those old fossil fuels to good use and head south and east and any way you have to, to get to Daytona for the 13th running of Biketoberfest.

In order to give you a little preview of what's happening, here's our annual calendar of events. But be forewarned: Events maybe closer than they appear, are subject to change without notice, and for the most current information on Biketoberfest contact the Daytona Beach Area Convention & Visitors Bureau toll free 866-296-8970 / info@daytonabeach.com.

We personally thank the Daytona Chamber of Commerce for their informative Web site (www.biketoberfest.org), without which our intrepid investigative reporters would have actually had to do some work. Officially, this year's Biketoberfest runs from October 20 through 23, but as usual, some folks will be there much sooner, so there'll be a few things happening for those early birds, as well.

And no matter what anybody tells you, whether they're green or of any other persuasion, until further notice, folks are still freezing their asses off in Fairbanks during October.

—Tripper

BIKETOBERFEST GUIDE

CALENDAR OF EVENTS

Oct 16

The 11th Annual Harley Davidson Ride for Children
Join hundreds of riders in a police escorted ride to benefit Paul Newman's Camp Boggy Creek. For information call 386-253-2453.

Oct 18 – Oct 19

Veterans Golf Tournament
Benefiting Vietnam Veterans Assistance Fund, to be held at both LPGA Golf Courses - Champions & Legends. For information call Golf Daytona Beach at 800-544-0415 ext. 136 or e-mail info@golfdaytonabeach.com, or visit www.golfdaytonabeach.com.

Oct 19 – Oct 21

Biketoberfest – Motorcycle Expo; an estimated 100 vendors and exhibitors offering pinstriping, product and services, motorcycle displays, seminars, demonstrations; presented by The Daytona Beach News-Journal; 10 a.m.-6 p.m. at Ocean Center, 101 N. Atlantic Ave., Daytona Beach. Free. For more information call 386-672-0723 or visit www.dbnjshows.com.

Oct 20 – Oct 23

Biketoberfest Rajun Cajun Fest
New Orleans-style Biketoberfest event including a crab and crawfish boil, live music and more. Inlet Harbor Restaurant, 133 Inlet Harbor Road, Ponce Inlet. Free admission. For more information call 386-767-8755.

Oct 21

Boardwalk Classic Bike Show
Boardwalk Classic Bike Show; 8 a.m.-11 a.m. registration, show from 11 a.m.-4 p.m.; 20 classes with three trophies per class and a $500 grand prize. For information call 386-253-0254. Oceanfront, Boardwalk Walkway, Daytona Beach.

Oct 22

Biker Bash on the Beach
Free concert at 12 noon in the Historic Bandshell located behind the Hilton Daytona Beach Oceanfront Resort. For information call 386-254-8200; 100 North Atlantic Avenue, Daytona Beach.

Boardwalk Classic Bike Show
Boardwalk Custom Bike Show, 8 a.m.-11 a.m. registration, show from 11 a.m.-4 p.m.; 20 classes with three trophies per class and a $500 grand prize. For information call 386-253-0254. Oceanfront, Boardwalk Walkway, Daytona Beach.

Oct 20 – Oct 23

Official Biketoberfest Event Welcome Center and Visitor Information Centers
Complete listing of all events, activities and loads of information. Sign in and pick up an official event poster or 2006 wallet card. For information call 386-255-0415 ext. 117 or visit www.biketoberfest.org.
Visitor Information Center inside DAYTONA USA, 1801 West International Speedway Blvd., Daytona Beach and located inside Bruce Rossmeyer Harley Davidson, U.S. Hwy. 1, Ormond Beach.

Main Street Rally
The place to see and be seen. Festival fun, vendors, manufacturers' displays. For information call Main Street Merchants Entertainment 386-252-1922 or 386-255-9525.

No Name Saloon Biketoberfest Bash
Three live bands daily, vendors, funny contests, great food. 9 a.m.-3 a.m. For information call 386-428-9229 2001 South Ridgewood Avenue, Edgewater.

United Way 2006 Heritage Softail Classic Giveaway
Tickets by donation 10 a.m.-midnight at the Full Moon Saloon (700 Main Street, Daytona Beach) and at the Iron Horse Saloon 1068 North U.S. 1, Ormond Beach). For information and to purchase tickets visit www.uwinaharley.com.

Biketoberfest Fall Cycle Scene
Championship Cup Series Race of the Champions motorcycle races and Formula USA Championship final rounds, 8 a.m.-5 p.m. Daytona Beach International Speedway, 1801 W. International Speedway Blvd., Daytona Beach. For tickets and information call 386-252-2453.

Crusin' Cafe
Live Bands, DJ, souvenirs, T-shirts, daily entertainment and full course meals. For information call 386-253-5522 or www.cruisincafe.com; 2 South Atlantic Avenue, Daytona Beach.

American Legion Post 270 "Legion Riders" Biketoberfest Blast
Music, backyard BBQ and horseshoes. For information call 386-788-6800. 119 Howes Street, Port Orange.

Spider's Cycle City
Biker central on Beach Street from 9 a.m.-9 p.m.; 354 Beach Street, Daytona Beach.

Boot Hill Saloon Biketoberfest Party
Live music, food, exhibits and more. Live music, outdoor bar, exhibits, food, T-shirt and logo sales. For

information call 386-257-2007 or www.boothillsaloon.com; 310 Main Street, Daytona Beach.

Hot Leathers Biketoberfest Giveaway
Drawing by raffle at noon on October 23rd. For information call 386-238-1048; 801 Main Street, Daytona Beach.

Florida Lions Conklin Center for the Blind
Get your 2006 Bike Week Antique Motorcycle raffle by donation tickets. For info or to purchase tickets call 386-258-3441 or www.conklincenter.org. Iron Horse Saloon, 1068 North U.S. 1, Ormond Beach.

Biketoberfest Festival at Riverfront Park
Robbie Knievel visits historic downtown Daytona Beach; International motorcycle designers show off their latest creations; official event clothing and water, corporate giveaways, manufacturers' displays, live entertainment, food and beverages; visit with Daytona Beach Mayor Yvonne Scarlett-Golden; motorcycle parking onsite. For information call 386-248-0580, 866-605-4276, 386-671-3420, or rigerh@codb.us or www.tomcellie.com.

Daytona Beach News–Journal Biketoberfest Motorcycle Expo
Beachside, Ocean Center, free admission. Expo with motorcycle and aftermarket vendors, ride-in shows, tattoo contests and events. HOG pin stop. 10 a.m.-6 p.m. daily. For information call 386-677-4262 ext. 2242 or www.dbnjshows.com; 101 North Atlantic Avenue, Daytona Beach.

Saddle Jacks Bar & Grill
Live entertainment, DJs, contests and more. Live entertainment 6 p.m.-10 p.m. Breakfast buffet 7 a.m.-11 a.m., mechanical bull, foam party, DJs/Emcees, games, prizes and giveaways. For information call 386-615-8511; 1545 U.S. 1, Ormond Beach.

Boot Hill Bar – Ormond Beach
Outdoor bar, live music, Wall of Death, food, tattoos, T-shirts, vendors, contests and more. Shades of Purple will be playing from 9 p.m.-1 a.m. on 10/20, 10/21 and 10/22. For information call 386-257-2007 or www.boothillsaloon.com; 1081 North U.S. 1, Ormond Beach.

316 Main Street Station Restaurant & Saloon
Daily activities, food and more. For information call 386-248-0085; 316 Main Street, Daytona Beach.

Last Resort Bar
Music, vendors, food. Horse magazine Ol Skool Chopper show. For information call 386-761-5147; 5812 Ridgewood Avenue, Port Orange.

Barney's Leather/Tattoo's R Us – Ormond Beach
Great food, great tattoos, great vendors; 9 a.m.-close. For information call 386-252-7770; 1148 North U.S. 1, Ormond Beach.

Barney's Leather – Daytona Beach
Come join the fun, food, vendors and more; 9 a.m.-8 p.m. For information call 386-252-7770 or www.barneysleather.com, 438 North Beach Street, Daytona Beach.

CLUBBING, ETC.

Beach Clubs

Conch Shack (at Beachcomer Resort)
2000 N. Atlantic Avenue
Daytona Beach, FL 32118
386-252-8513

Ocean Deck
127 S. Ocean Ave.
Daytona Beach, FL 32118
386-253-5224
Live island music – Directly on the Beach. Click here for more information.

Racing's First Turn
4511 So. Atlantic Ave.
Daytona Beach Shores, FL 32118
386-322-3258

Splash Bar and Grill
(Adam's Mark Resort)
100 N. A1A
Daytona Beach, FL 32118
386-254-8200

Waves Beach Bar
(Adam's Mark Resort)
100 N. A1A
Daytona Beach, FL 32118
386-254-8200
"Tropical pool deck."

Blues Clubs

Bank and Blues Club
701 Main Street
Daytona Beach, FL 32118
386-257-9272
"Top regional and national blues bands." (First Sunday of the month only.)

Boot Hill Saloon
310 Main Street
(across from cemetery)
Daytona Beach, FL 32118
386-258-9506
"Order a drink and have a seat," they say. "You're better off here than across the street."

Comedy Clubs

Bonkerz Comedy Club
Located inside Hook's Lounge at the Treasure Island Resort
Bonkerz Comedy Club will be open every Friday and Saturday night at 9:30 p.m. Admission is only $5. For reservations, call 386-255-8371. (Must be 18 years old or older to attend shows.)

Dance Clubs

600 North
600 North Atlantic Ave.
Daytona Beach, FL 32118
386-255-4471, ext. 116
"Where the Professionals Party."

Razzle's
611 Seabreeze Blvd.
Daytona Beach, FL 32118
386-257-6236
"High energy dance club with unbelievable light shows."

River Deck
2739 S. Ridgewood Ave
Daytona Beach, FL 32118
386-761-0022
"Directly on the Intercoastal with a million dollar view."

The Groove
118 N. Beach St.
Daytona Beach, FL 32114
386-252-7600

Fuel Entertainment Complex
640 N. Grandview Avenue
Daytona Beach, FL 32118
386-248-3151

Lounges

Beaches Sand Bar
203 E. Granada Blvd.
Ormond Beach, FL 32176
386-671-1711

Bootsie's Hideaway
(Formerly Embassy Lounge)
3400 South Nova Road
Port Orange, FL 32127
386-788-5532
embassystore@bellsouth.net
Open 7 a.m. Mon – Sat, 11a.m. Sun, happy hour 4-7 p.m.
"Come as strangers…leave as friends."

Clocktower Lounge
100 N. Atlantic Ave.
(Adam's Mark Daytona Beach Resort)
Daytona Beach, FL 32118
386-254-8200
"An ocean view with live piano music."

Dirty Harry's
705 Main St.
Daytona Beach, FL 32118
386-252-9877

Fat Tuesday's
100 N. Atlantic Ave.
Daytona Beach, FL 32118
386-253-3305

The Love Bar
116 N. Beach St
Daytona Beach, FL 32114
386-252-7600

Martini's on Bay Cafe
101 Bay St.
Daytona Beach, FL, 32114
386-258-1212
"Upscale supper club and martini bar. Martini happy hours."

Ormond Beach Winery
388 S. Atlantic Ave.
Ormond Beach, FL
386-671-2636
"Free wine tasting everyday, all day."

The Oyster Club
251 S. Atlantic Ave. (Surfside Resort and Suites)
Ormond Beach, FL 32176
386-672-8510
"Oceanfront deck lounge and pool bar."

LIVE ENTERTAINMENT

Bank and Blues Club
701 Main Street
Daytona Beach, FL 32118
386-257-9272
"Top regional and national blues bands." (First Sunday of the month only.)

Bacchus Eating and Drinking Emporium
230 S. Beach Street
Daytona Beach, FL
(Mainland)
386-253-4441
"Live Jazz Music."

Beaches Sand Bar
203 E. Granada Blvd.
Ormond Beach, FL 32176
386-671-1711

Bernkastal Festhaus
100 N. Atlantic Ave. (behind Adam's Mark)
Daytona Beach, FL 32118
386-255-8300

Boot Hill Saloon
310 Main Street (across from cemetery)
Daytona Beach, FL 32118
386-258-9506
"Order a drink and have a seat. You're better off here than across the street."

Frank's Front Row
308 Seabreeze Blvd.
Daytona Beach, FL 32118
386-255-9211

Froggy's
800 Main Street
Daytona Beach, FL 32118
386-254-8808

Full Moon Saloon
9 Wild Olive Ave.
(Main Street)
Daytona Beach, FL 32118
386-253-1944

Hook's Lounge (at Treasure Island Resort)
2025 S. Atlantic Ave.
Daytona Beach Shores, FL 32118
386-255-8371

Inlet Harbor Marina and Restaurant
133 Inlet Harbor Road
Ponce Inlet, FL 32127
386-767-3266

River Deck
2739 S. Ridgewood Ave
Daytona Beach, FL 32118
386-761-0022
"Directly on the Intercoastal with a million dollar view."

The Penthouse Lounge (at Best Western La Playa Resort)
2500 N. Atlantic Ave.
Daytona Beach, FL 32118
386-672-0990

The Wreck
115 Main Street
386-226-3000
Meals offered: lunch and dinner
Avg. meal price: $11 - $19
Cuisine: American, steak and seafood

Plaza Club (Located at The Plaza Resort & Spa)
600 N. Atlantic Ave.
Daytona Beach, FL 32118
386-255-4471

Splash Bar & Grill (Located at the Adam's Mark Resort)
100 N. Atlantic Ave.
Daytona Beach, FL 32118
386-254-8200

Clocktower Lounge
Located at the Adam's Mark Resort
100 North Atlantic Ave.
Daytona Beach, FL 32118
386-254-8200

ROCK-N-ROLL

Dirty Harry's
705 Main Street
Daytona Beach, FL 32118
386-252-9877

Full Moon Saloon
700 Main Street
Daytona Beach, FL 32118
386-253-1944

Sports Pubs
The Oyster Pub
555 Seabreeze Blvd.
Daytona Beach, FL 32118
386-255-6348
"Where the locals meet at Daytona's No. 1 sports pub."

Sports Page Pub
1700 N. Ridgewood Ave.
Holly Hill, FL 32117
386-673-0160

Houligan's Irish Sports Pub
1110 W. Granada Blvd
Ormond Beach, FL 32176
386-673-7878

Hooter's Restaurant
Daytona Beach-Mainland
2100 West International
Speedway Boulevard
Phone: 386-238-0650

Tir Na Nog Irish Pub
612 E. International
Speedway Blvd.
Daytona Beach, FL 32118
386-252-8662

STRIP CLUBS

Art's Place
5115 N. Hwy. 17
DeLeon Springs
904-985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave.
904-756-0448

Boot Hill Saloon
310 Main Street,
Daytona Beach
904-258-9506

Bottom's Up Club
2396 N. U.S. 1,
New Smyrna Beach
904-427-0364

Cheyenne Saloon
Hwy. 17 S.
East Palatka
904-328-9216

First Turn
5236 U.S. 1, Port Orange
904-760-378

Froggy's
800 Main St.
Daytona Beach
904-253-0330

Full Moon Saloon
9 S. Wild Olive
Daytona Beach
904-257-8661

Gilly's Pub 44
1889 State Road 44
New Smyrna Beach
904-428-6523

Iron Horse Saloon
1068 N. U.S.1
Ormond Beach
904-677-1550

Jackson Hole Saloon
1081 N. U.S.1
Ormond Beach
904-673-6996

Last Resort
5812 Ridgewood Ave.
(U.S. 1), South Daytona
904-761-5147

Main St. Cafe
Al's Alley Pub
821 Main St.
Daytona Beach
904-257-2323

Molly Brown's
542 Seabreeze Blvd.
Daytona Beach
904-255-5966

Pandora's Box
319 2nd Ave.
Daytona Beach
904-252-9163

Ringside
116 E. Dunlawton Ave.
South Daytona
904-756-0230

Shark Lounge
730 Int'l. Speedway Dr.
Daytona Beach
904-258-1230

Shingle Shack
640 N. Ridgewood,
South Daytona Beach
904-252-3584

Smiley's Tap
1161 N. U.S. 1
Ormond Beach
904-677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.
New Smyrna Beach
904-427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave.
(U.S. 1)
South Daytona
904-760-2564

Willy's Motorcycle World
566 Ballough Rd.
Daytona Beach
904-253-2100

SHOPS & PARTS

All American Bike & Cafe
695 Mason Ave,
Daytona Beach
904-257-2228

Bas Cycles
4251 Spruce Creek Rd.
Port Orange
904-767-1993

Choppers World
618 Main St.
Daytona Beach
904-252-1922

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd.
Daytona Beach
904-255-0566

Claudette & Dusty's Cycles
614 Main St.
Daytona Beach
904-254-8431

Corbin
814 Main St.
Daytona Beach
904-258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St.
Daytona Beach
904-255-4255

Cycle Goodies
300 Ridgewood Ave.
Holly Hill
904-258-5691

Daytona AMW Inc.
118 E Fairview Ave.
Daytona Beach
904-257-7000

Daytona Blackgold Cycles Inc.
541 Ballough Rd.
Daytona Beach
904-258-8020

Daytona Harley-Davidson
290 N Beach St.
Daytona Beach
904-253-2453

Daytona Indian Motorcycle
402 N. Beach Street
Daytona Beach
904-255-6559

Magnum Cycles
612 N Ridgewood Ave.
Daytona Beach
904-253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave.
Daytona Beach
904-761-0858

Personal Cycle Service
594 Ballough Rd.
Daytona Beach
800-435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave.
Port Orange
904-322-5533

Robison's Sales & Service
508 W. International
Speedway B
Daytona Beach
904-255-6788

Peen's Precision Motors
420 N. Beach St.
Daytona Beach
904-252-9569

Russell's Cycle Care
2514 N. Dixie Freeway
(U.S. 1), New Smyrna Beach
904-427-6001

Slick Cycle Tony's Hacienda
207 Dunlawton Ave. (U.S. 1 and Rt. 421)
Port Orange
904-760-4456

SERVICES

Bikers Against Manslaughter,
Ellis Groceries, 601 Main St., Daytona Beach. Open daily; 24-hour free emergency breakdown and legal assistance; free membership cards; 800-4-BIKERS

Towing/Bros Club Service
Call 800-325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada. If you haven't joined yet but are thinking about it, just call 800-547-2767, and our friendly operators will surely sweet-talk ya into it.

BIKE TRANSPORTATION

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info, call 800-USA-RAIL.

Federal Company
800-747-4100, ext. 217.

Goldrush Motorsports
704-799-2890; fax: 704-799-2892.

Ride Other People's Bikes
Rebel Motorcycle
88-SD-REBEL.

Budget Harley Davidson Rentals
3901 Northwest 28th Street,
Miami, FL 33142
305-871-1040

Exclusive Motorcycle Escort Services Inc.
4615 Northwest 22nd Avenue, Miami, FL 33142
305-637-7555

Phantom Motorcycles
Miami, FL 33107
305-638-0606

SOBE Scooter Rental Inc.
300 23rd Street, Miami, FL 33139
305-604-9826

CAMPGROUNDS

ABATE of Florida Inc. Campground – Hot showers, beverages, food, vendors, 24-hour security, no hook-ups; Volusia County Fairgrounds, 904-943-9610.

Bulow World Famous RV Resort/Campground – food and beverages, contests, live bands; Flagler Beach, PO Box 1328.
904-439-9200,
fax: 904-439-6757.
Contact: John Seibel

Cackleberys Lot Next Door
386-428-5459

Crazy Horse Campground
Mailing Address:
910 South Beach Street,
Daytona Beach, FL 32114
Street Address:
1425 Tomoka Farms Rd.,
Daytona Beach, FL 32124
1-888-GET-CRAZY

Daytona Beach Campground
4601 S. Clyde Morris Blvd.
Daytona Beach,
FL 321199-1220
386-761-2663

Motorcycles Only Camping; Daytona 200 M/C Clubhouse,
1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean restrooms, showers, food available – Camping by donation. 904-672-3927
Contact Frank Whitacker

Nova Family Campground - Home-style atmosphere, secure park; 1190 Herbert St., Port Orange; 904-767-0095, fax: 904-757-1666.
Contact: Lisa

Orange Isle Campground
386-767-9170

Orange Isle Campground
3520 South Nova Rd.
Port Orange, FL 32127
904-767-9170

Rose Bay Travel Park
386-767-4308 or 788-4110

Sunshine Holiday Camper Resort
1701 North U.S. 1
Ormond Beach, FL 32174
904-672-3045
Contact: Ms. Linda Ward

The Lot Next Door
Corner of SR415 and Pioneer Trail, next door to the Cabbage Patch, Samsula;
904-428-5459
Contact: Frank Luznar III
http://www.daytonachamber.com/lotnext.htm

Tomoka State Park
386-676-4050

Town & Country RV Park
386-257-6137

HOTELS & MOTELS

Acapulco Inn
2505 S Atlantic Ave., Daytona Beach, FL 32118-5502
904-761-2210

Adam's Mark Daytona Beach Resort
100 N. Atlantic Ave. Daytona Beach, FL 32118-4273
904-254-8200

Aladdin Inn
2323 S Atlantic Ave., Daytona Beach Shores, FL 32118-5345
904-255-047

Beachcomber Oceanfront Inn
2000 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3399
904-252-8513

Beacon by the Sea
1803 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5003
904-255-3619

Best Western Aku Tiki Inn
2225 S. Atlantic Ave.,
Daytona Beach Shores, FL
32118-5319
904-252-9631

Best Western LaPlaya Resort
2500 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3298
904-672-0990
www.surfsideresorts.com

Best Western Mayan Inn Beachfront
103 S. Ocean Ave., Daytona
Beach, FL 32118-4321
904-252-0584

Capri Motel
832 N. Atlantic Ave., Daytona
Beach, FL 32118-3716
904-252-2555

Captain's Quarters Inn
3711 S. Atlantic Ave.,
Daytona Beach,
FL 32127-5201
904-767-3119

Casa Del Mar Beach Resort
621 S Atlantic Ave., Ormond
Beach, FL 32176-7715
904-672-4550

Castaway Beach Resort
2043 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118
904-254-8480

Coquina Inn
544 S Palmetto Ave.,
Daytona Beach,
FL 32114-4924
904-254-4969

Coral Beach Motel
711 S. Atlantic Ave., Ormond
Beach, FL 32176-7815
904-677-4712

Days Inn Oceanfront Central
1909 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5005
904-255-4492

Days Inn Speedway
2900 W. International
Speedway Blvd.
Daytona Beach, FL 32124
904-2550541

Days Inn Tropical Seas Oceanfront Hotel
3357 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6308
904-767-8737

Daytona Beach Hilton Resort
2637 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5643
866-629-1914

Daytona Inns - Broadway
219 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4303
904-252-3626

Daytona Welcome Center
616 S. Atlantic Ave.,
Ormond Beach,
FL 32176-7716
904-767-5620

Del Aire Motel
744 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3805
904-252-2563

Desert Inn Resort Motel
900 N. Atlantic Ave.,
Daytona Beach,
FL 32118
904-258-6555

Dream Inn
3217 S. Atlantic Ave.,
Daytona Beach,
FL 32118
800-767-9738 or
904-767-2821
www.dreaminn.com

El Caribe Motel
2125 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5009
904-252-1558

Esquire Motel
422 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3925
904-255-3601

Fountain Beach Resort
313 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4503
904-255-7491

Grand Seas Resort
2424 N. Atlantic Ave.,
Daytona Beach, FL 32118
904-677-7880

Hawaiian Inn
2301 S. Atlantic Ave.,
Daytona Beach
FL 32118-5349
904-255-5411

Holiday Inn DeLand
350 E. International
Speedway Blvd.,
DeLand FL 32724-2426
904-738-5200

Holiday Inn Kennedy Space Center
4951 S. Washington Ave.
Titusville
407-269-2121

Holiday Inn Oceanfront
2560 N. Atlantic Ave.,
Daytona Beach
904-672-1440

Holiday Inn Spree Resort
600 N. Atlantic Ave.,
Daytona Beach
904-255-4471

Indian River Inn & Conference Ctr.
1210 S. Riverside Dr.,
New Smyrna Beach,
904-428-2491

Indigo Lakes Holiday Inn
2620 W. International
Speedway Blvd.,
Daytona Beach, FL 32114
904-258-6333

Inn on the Beach
1615 S. Atlantic Ave.,
Daytona Beach, FL 32118
904-255-0921

La Quinta Inn
2725 International
Speedway Blvd.,
Daytona Beach, FL 32114
904-255-7412

Magic Carpet Motel
2601 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5605
904-767-7312

Majesty's Court – Fiesta Motel
999 N. Atlantic Ave.,
Daytona Beach,
904-252-1404

Oceanfront Motel
3301 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6308
904-767-1711

Ocean Jewels Club
935 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4762
904-252-2581

Ocean Sands Hotel
1024 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3627
904-255-1133

Ocean Villa Motel
828 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3716
904-252-4644

Oceans Eleven Resorts Inc.
2025 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5007
904-257-1950

Palm Circle Villas
2327 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5345
904-255-4004

Palm Plaza Oceanfront Motel
3301 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6308
904-767-1711
www.palmplaza.com

Perry's Ocean Edge
2209 S. Atlantic Ave.,
Daytona Beach,
FL 32118-5319
904-255-0581
www.perrysoceanedge.com

Pier Side Inn
3703 S. Atlantic Ave.,
Daytona Beach,
FL 32127-5201
904-767-4650

Ponce De Leon Motel
3425 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6310
904-767-1511

Quality Inn and Suites
251 S. Atlantic Ave.,
Daytona Beach, FL 3217
904-672-8510
www.qualityinndaytona.com

Quality Inn on the Beach
1615 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4903
904-255-0921

Ramada Inn Resort Oceanfront
2700 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3000
904-672-3770

Ramada Inn Speedway
1798 International Speedway
Blvd., Daytona Beach, FL
32120-1257
904-255-2422

Ramada Inn Surfside
3125 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-6223
904-788-1000

Ramada Limited
1000 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3627
904-239-9795

Rodeway Inn Oceanfront
1299 S. Atlantic Ave.,
Daytona Beach,
FL 32118-4801
904-255-4545

Sands Motel
2523 S. Atlantic Ave.,
Daytona Beach,
FL 32118
904-767-2551

Scottish Inn Desert Isle
133 S. Ocean Ave.,
Daytona Beach, FL 32118
904-253-0666

Sea Breeze Motel
1108 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3629
904-252-4363

Seagarden Inn
3161 S. Atlantic Ave.,
Daytona Beach,
FL 32118-6223
904-761-2335

Seashore Motel
320 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3902
904-253-9708

Shoreline Motel
2435 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5401
904-252-1692

Sunglow Resort
3647 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32127. 904-756-9778

Sun Viking Lodge
2411 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5401
904-252-6252

Super 8 - Speedway
2992 W. International
Speedway Blvd.,
Daytona Beach,
FL 32124-1009
904-253-0643

Super 8-Speedway/ Shivan Inc.
1608 N. U.S. 1,
Ormond Beach,
FL 32174
904-672-6222

Treasure Island Inn
2025 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5007
904-255-8371

Tropical Manor Motel
2237 S. Atlantic Ave.,
Daytona Beach Shores,
FL 32118-5319
904-252-4920

Tropical Winds Oceanfront Hotel
1398 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3600
904-258-1016

Villager Lodge
700 N. Atlantic Ave.,
Daytona Beach,
FL 32118-3805
904-255-3411

Vistana Resort at World Golf Village
100 Front 9 Drive,
Saint Augustine,
FL 320932
800-477-3340;
www.vistanainc.com, or
www.vistana.com/resorts/W
GV/default.htm

Whitehall Hotel
Conference Center
640 N. Atlantic Ave.,
Daytona Beach, FL 32118-
3803.
904-258-5435

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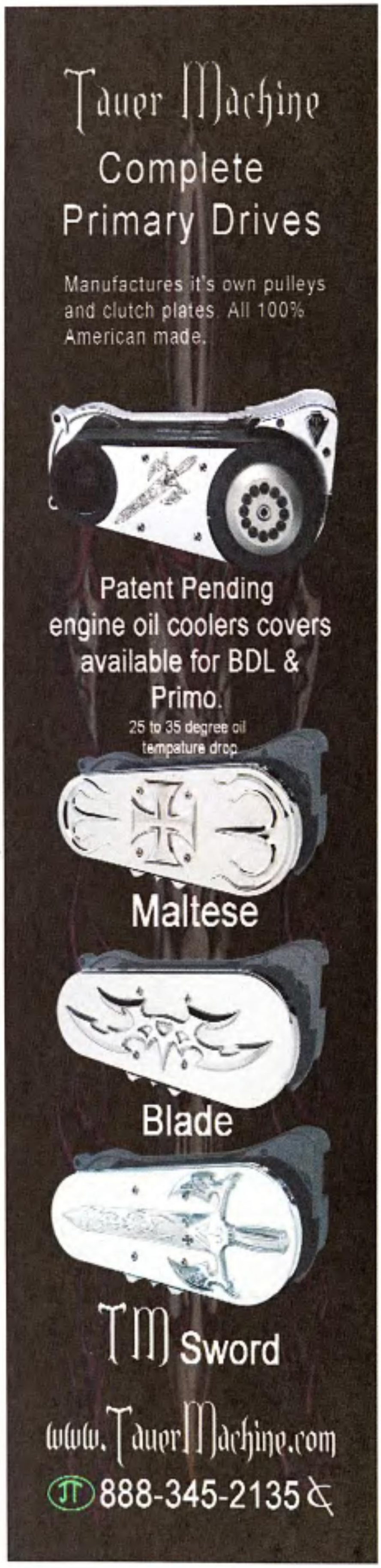

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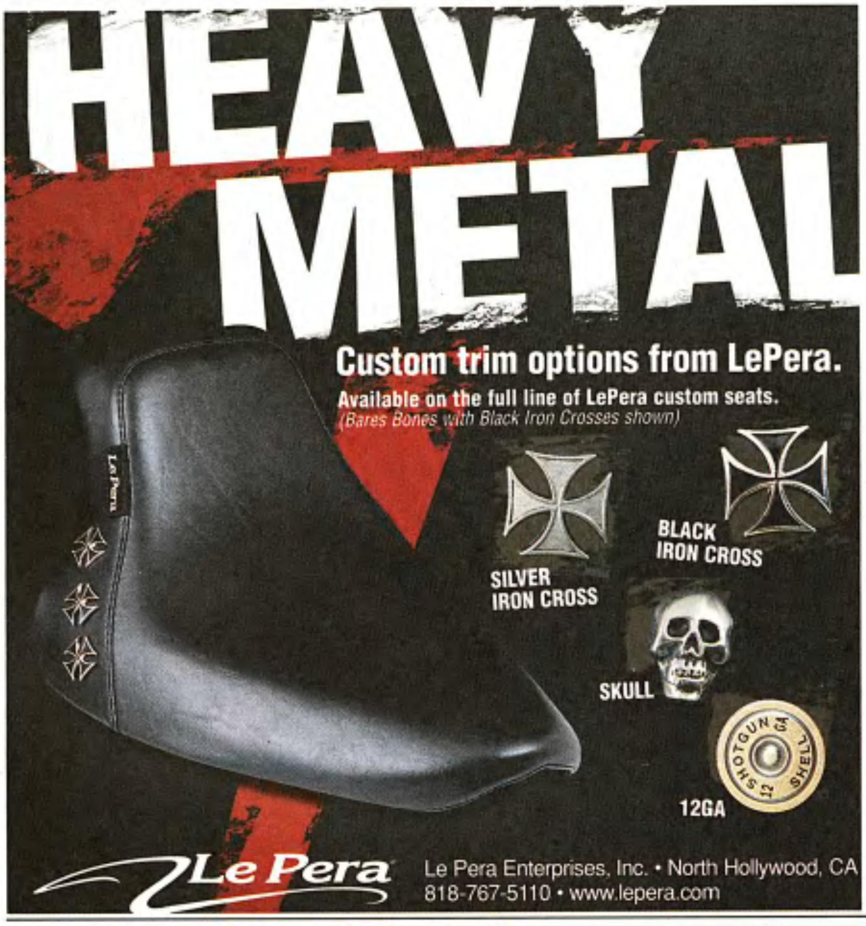
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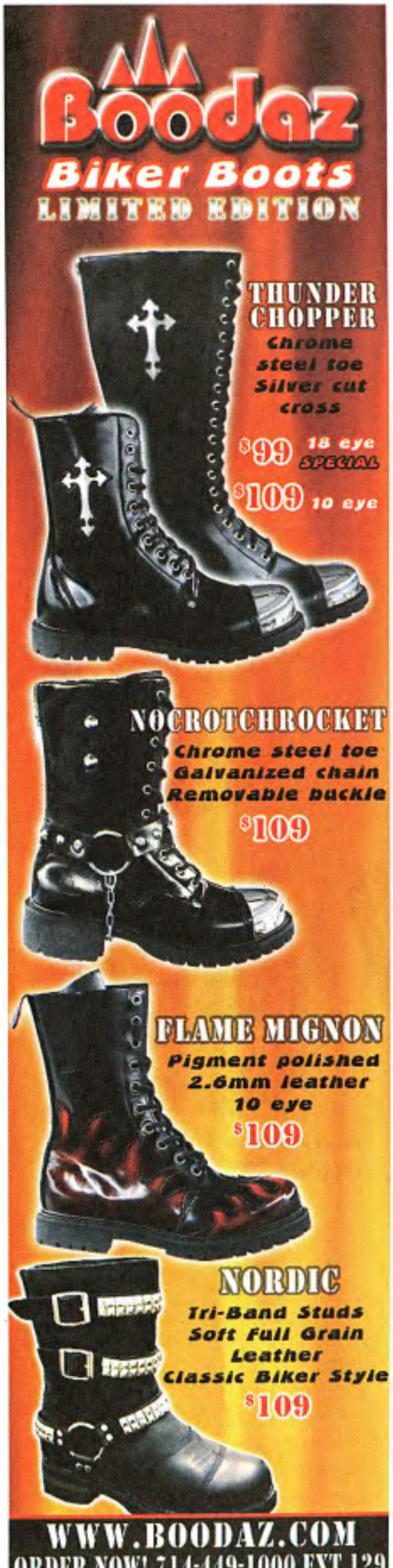
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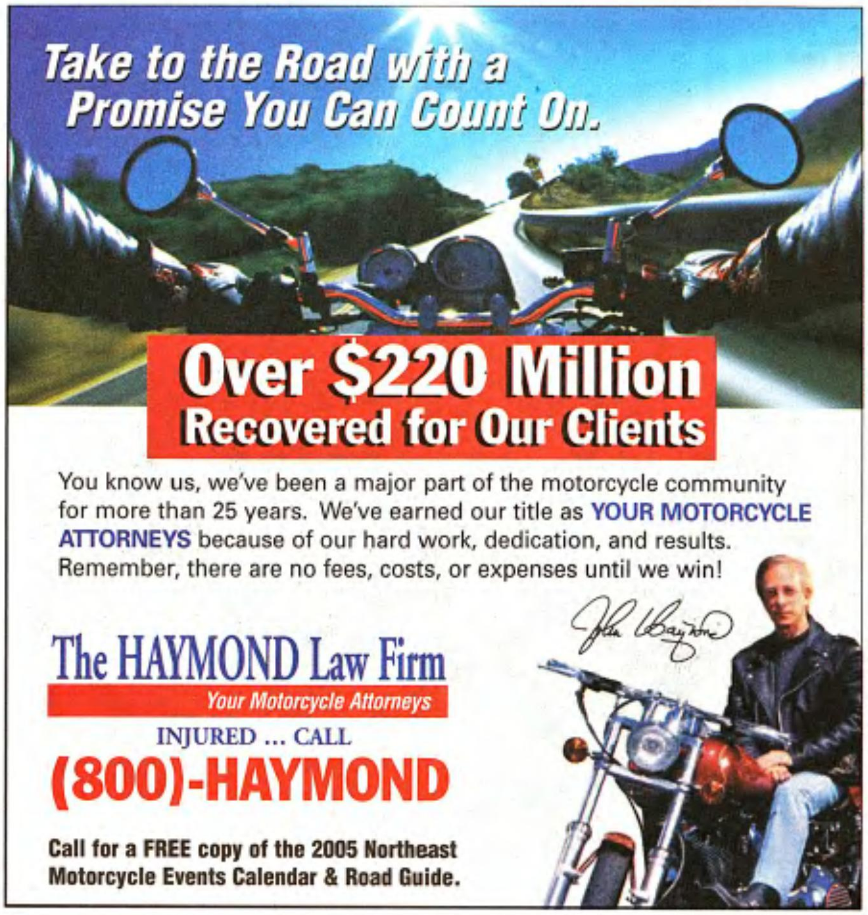
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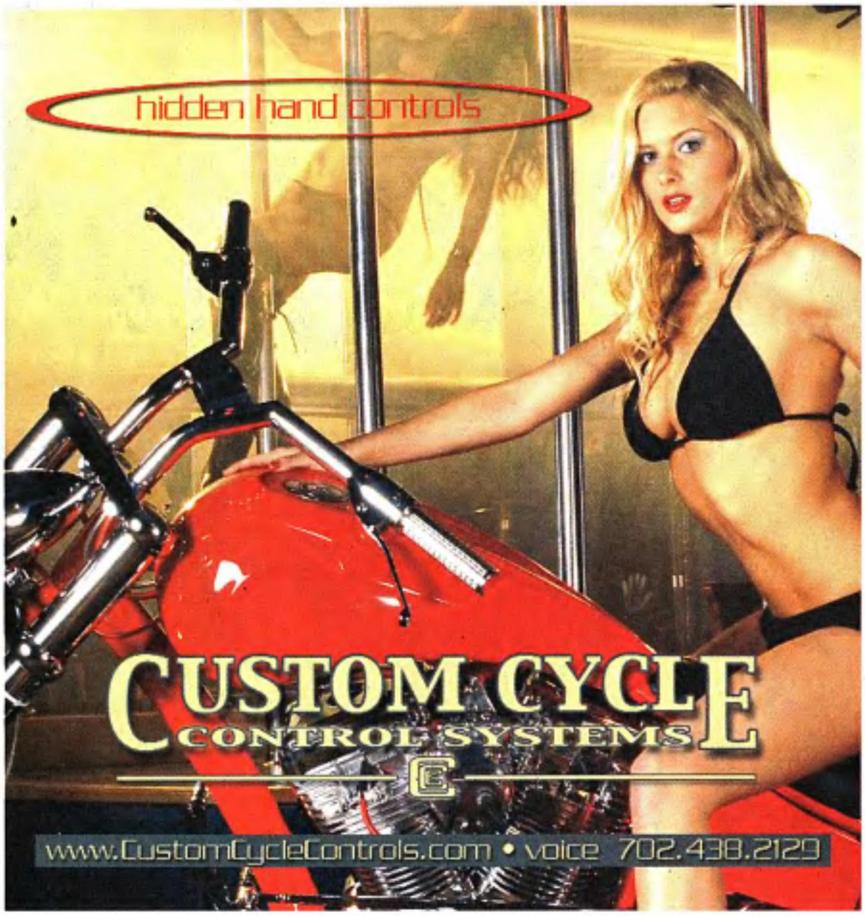
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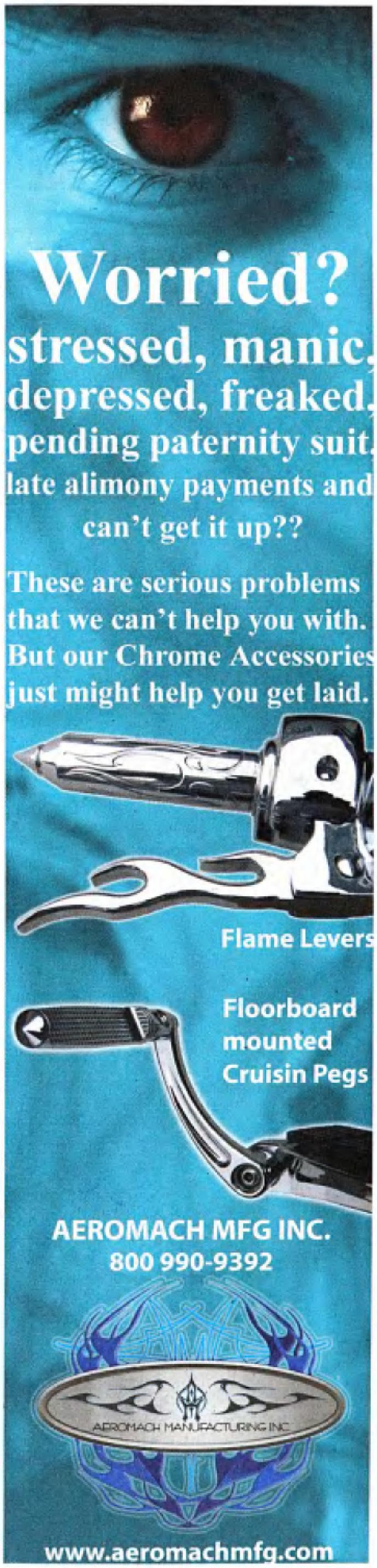
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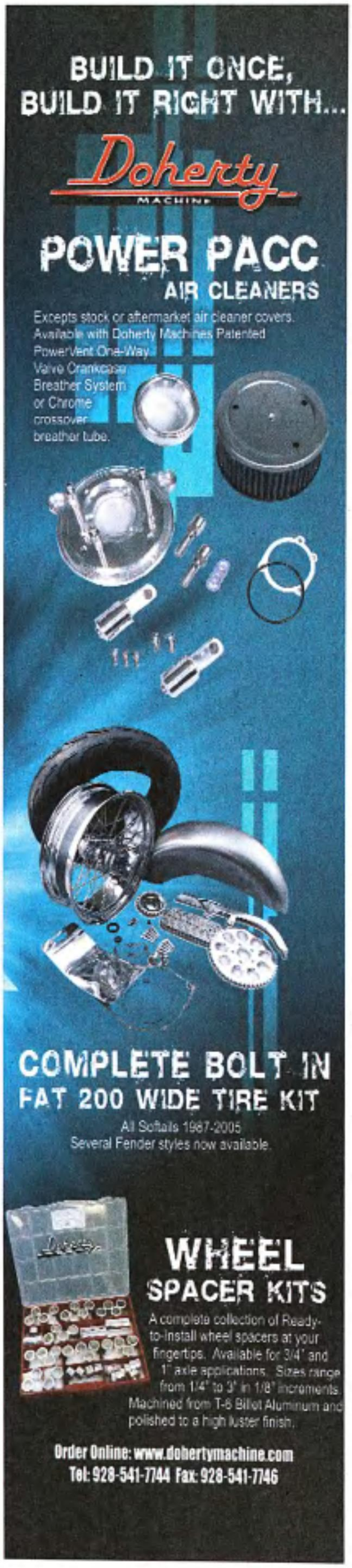
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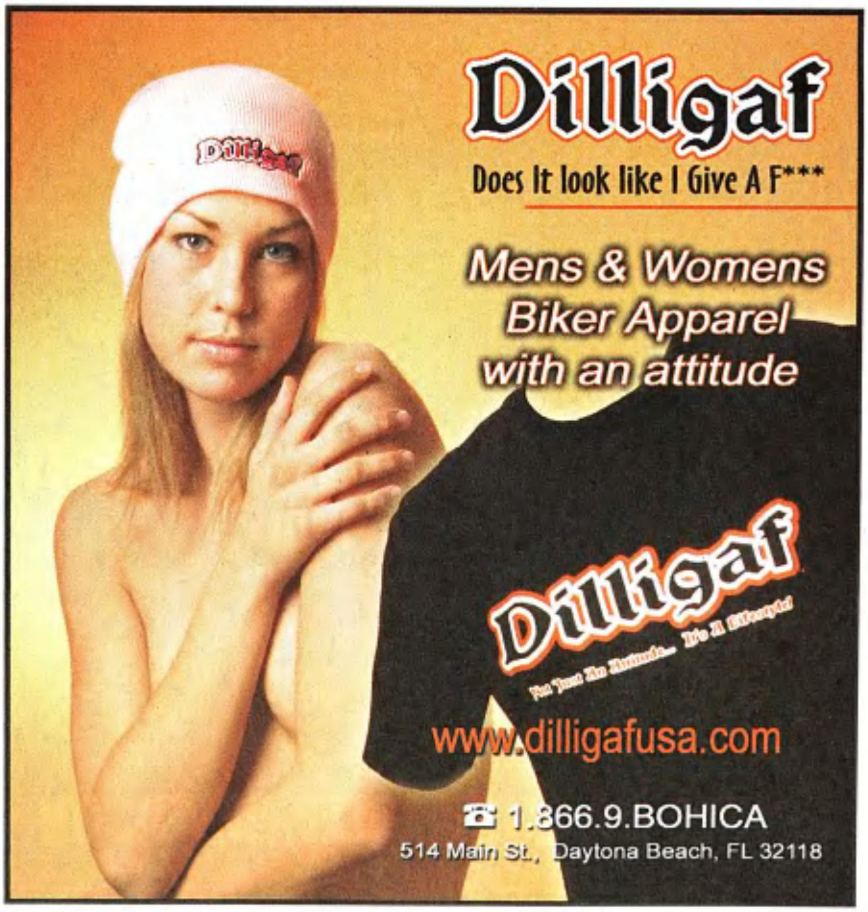
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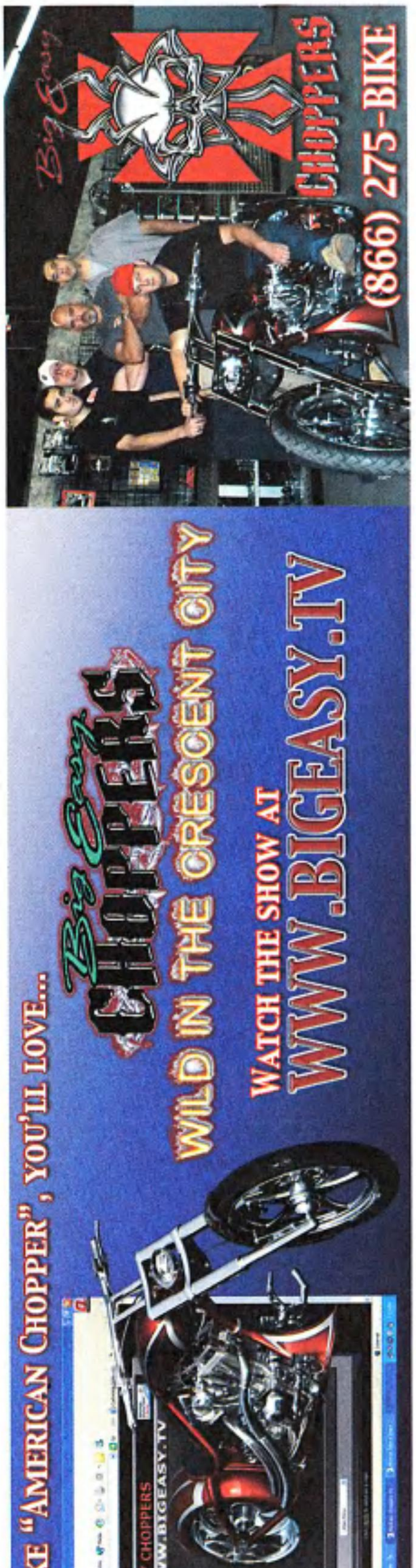
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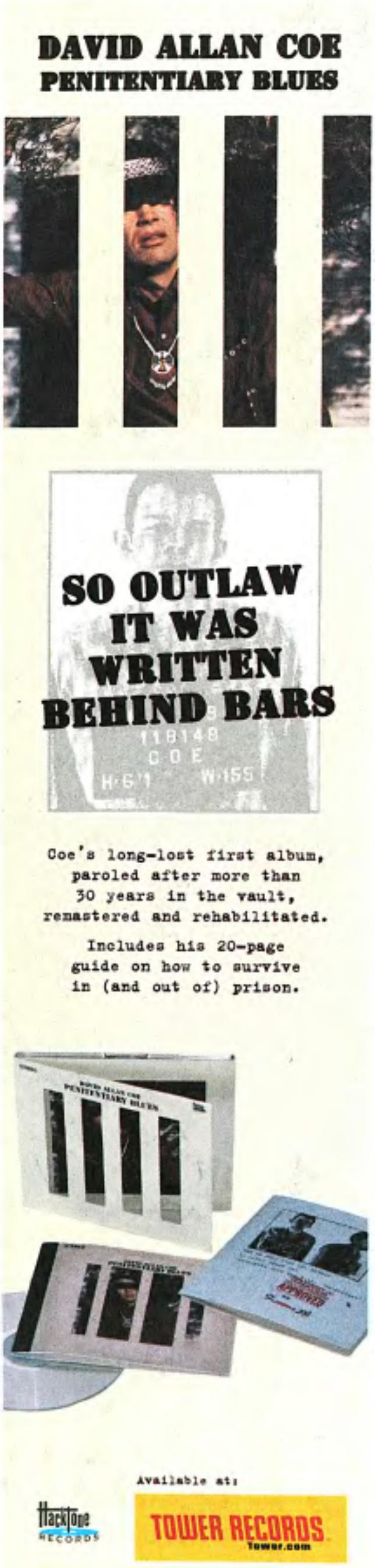
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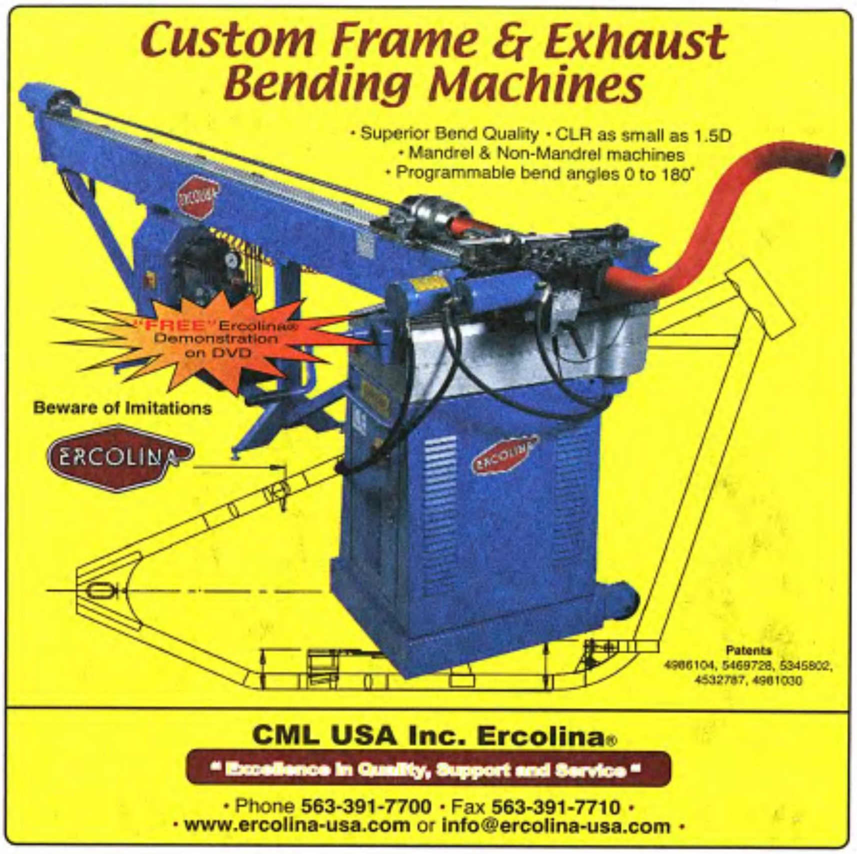
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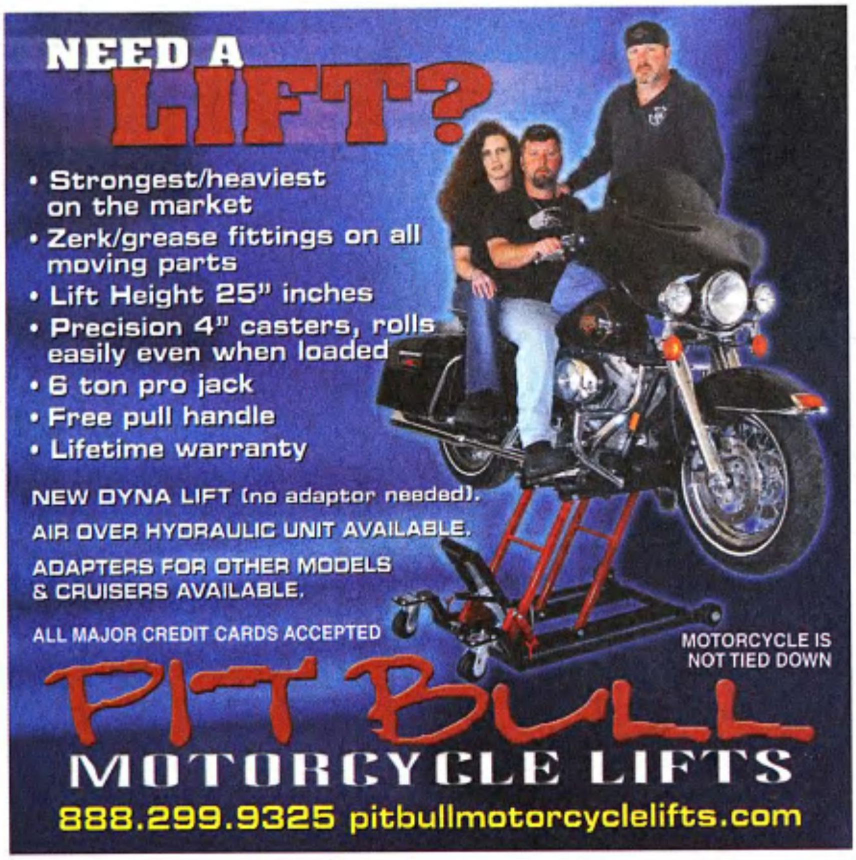
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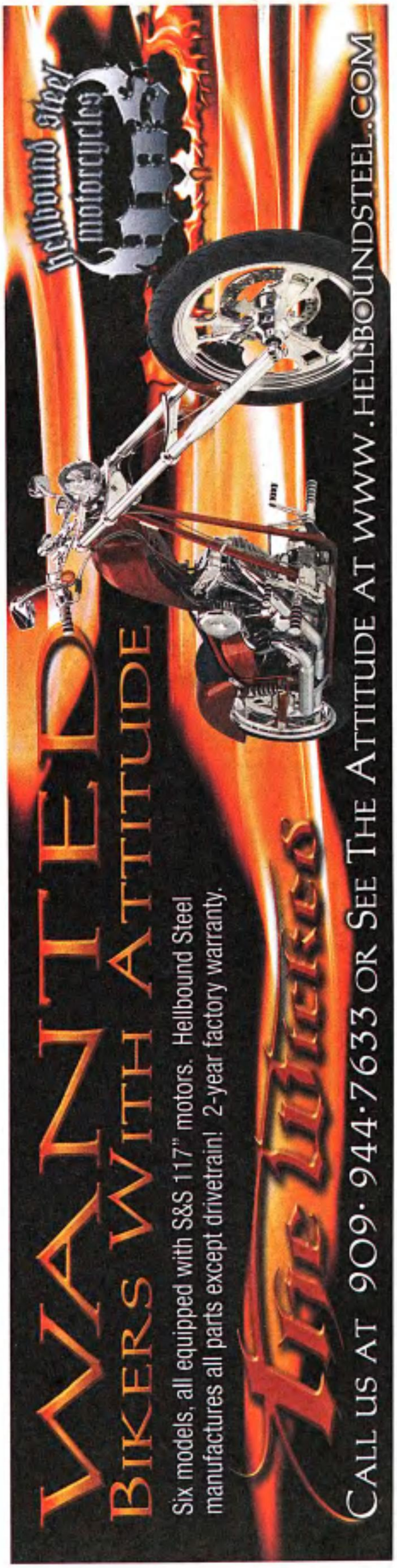
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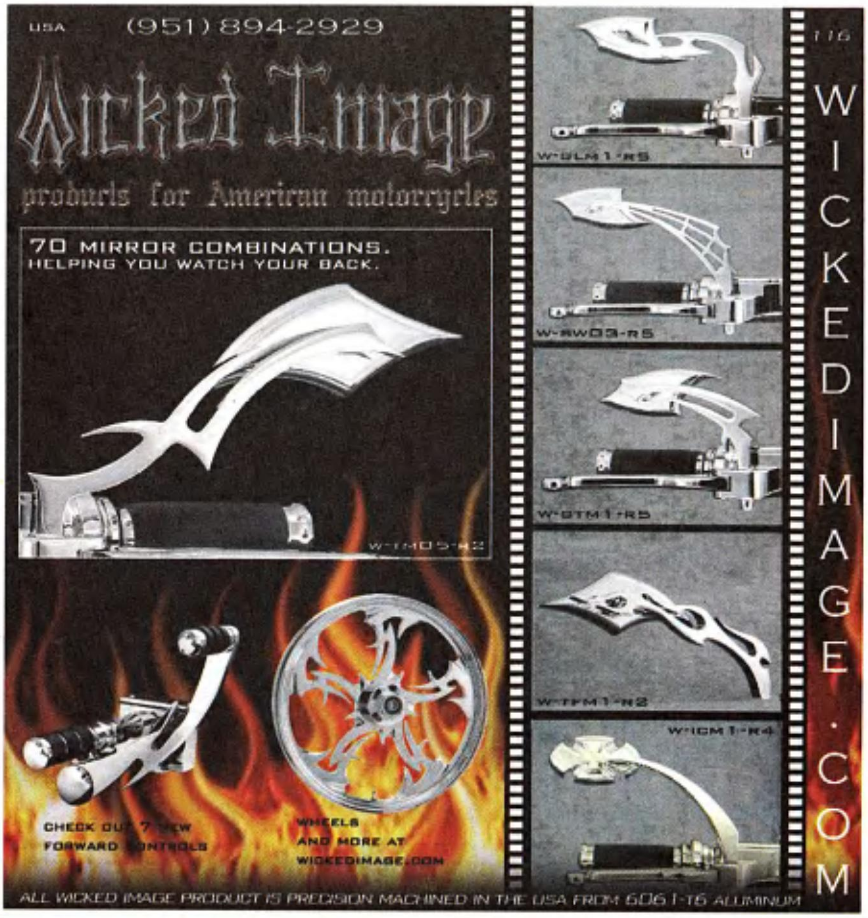
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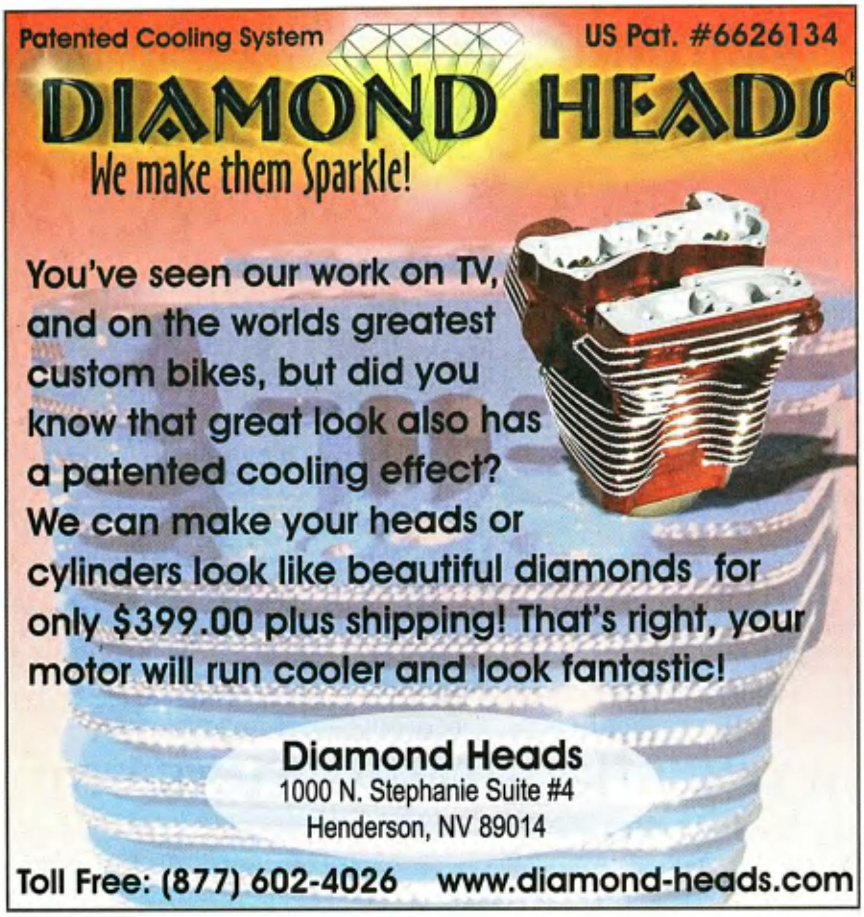
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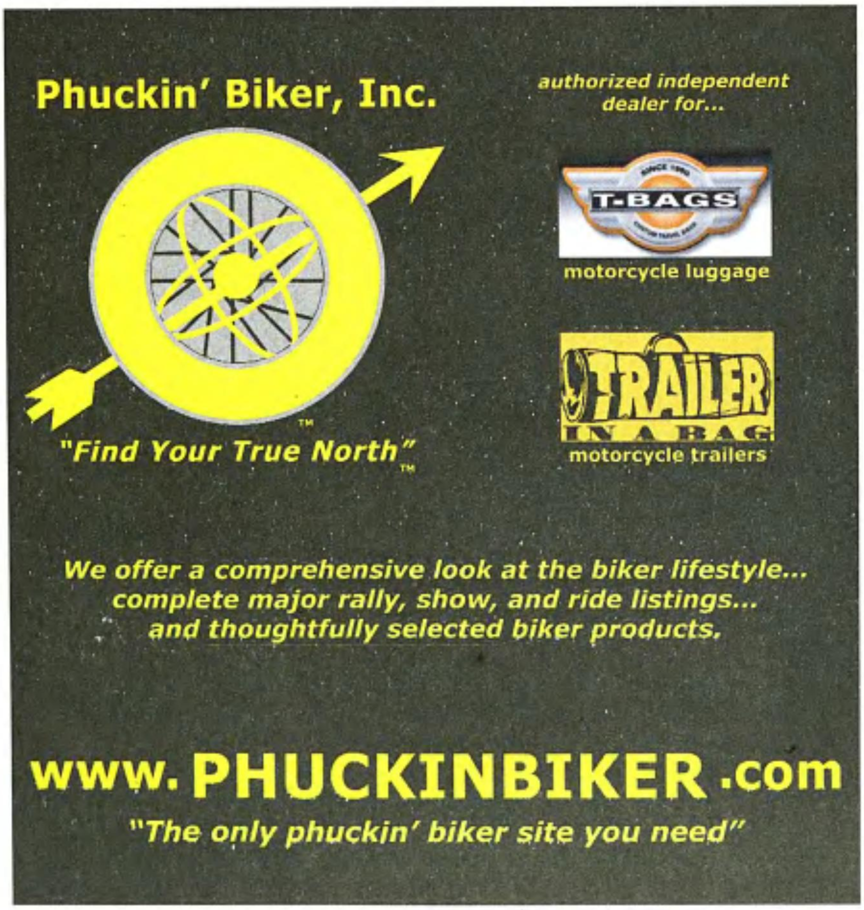

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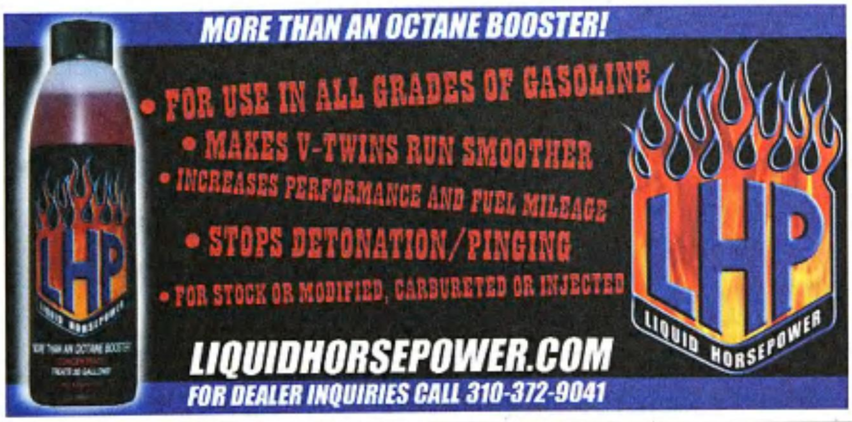
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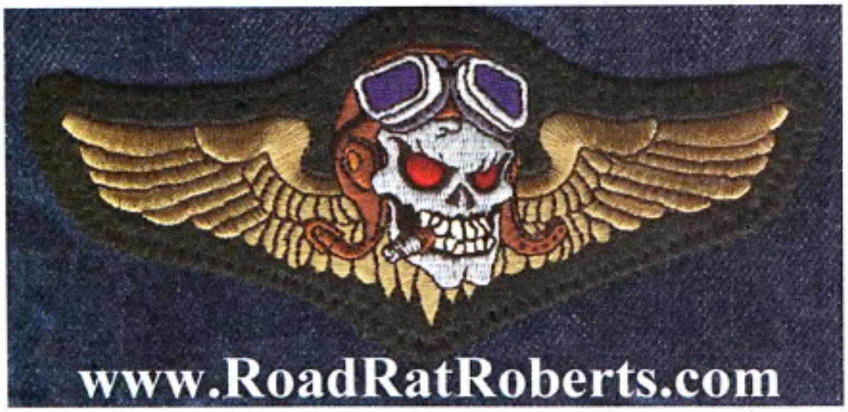
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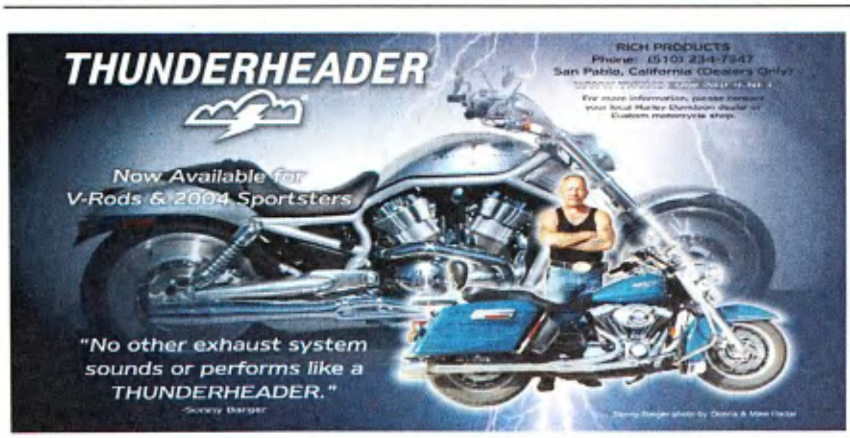
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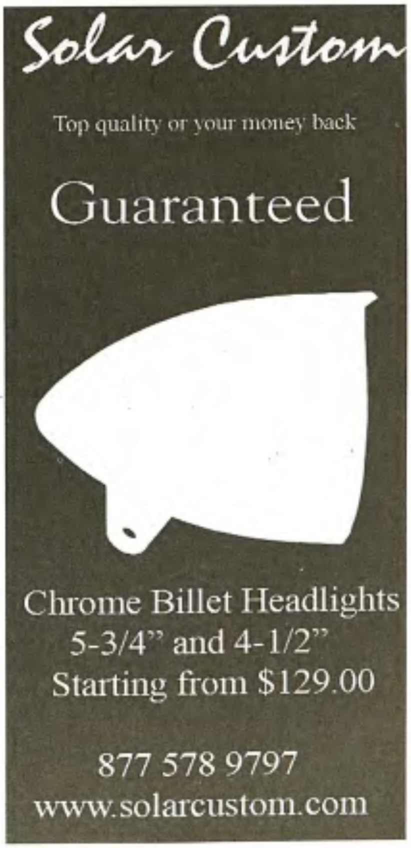
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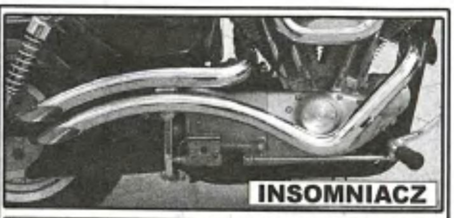

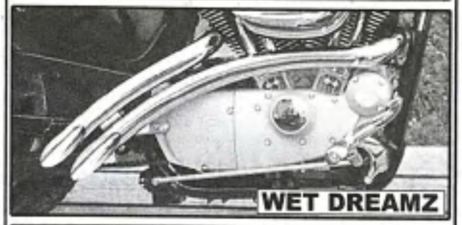

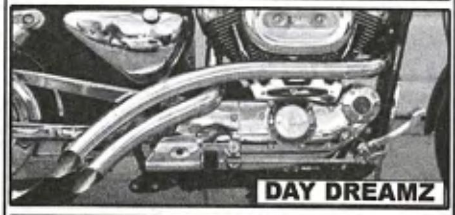

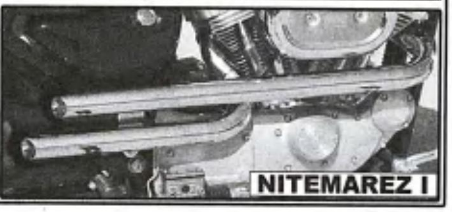

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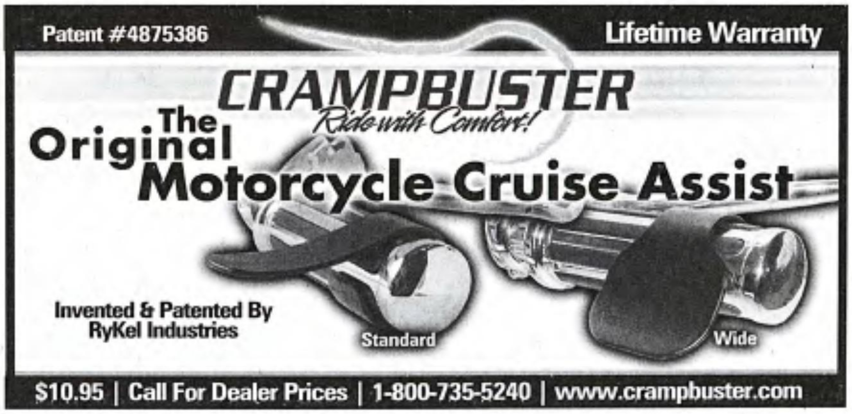

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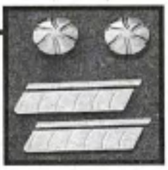

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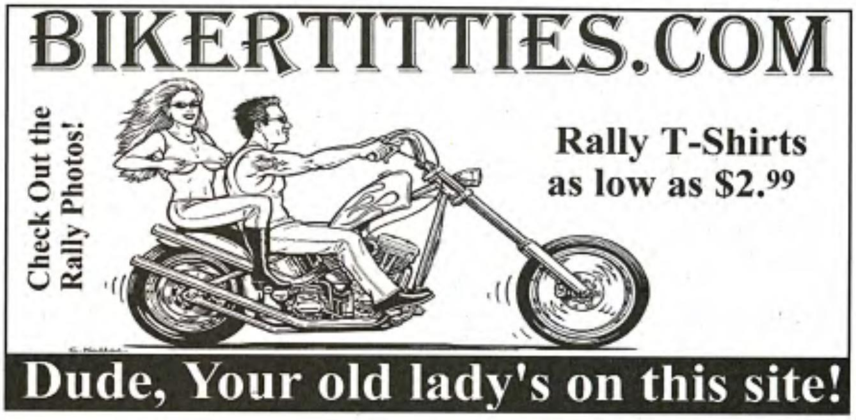

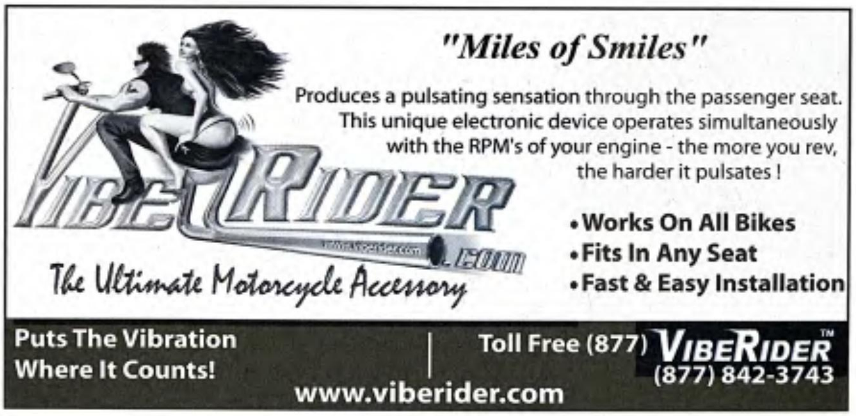

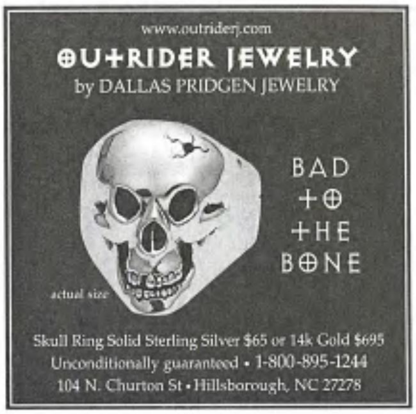

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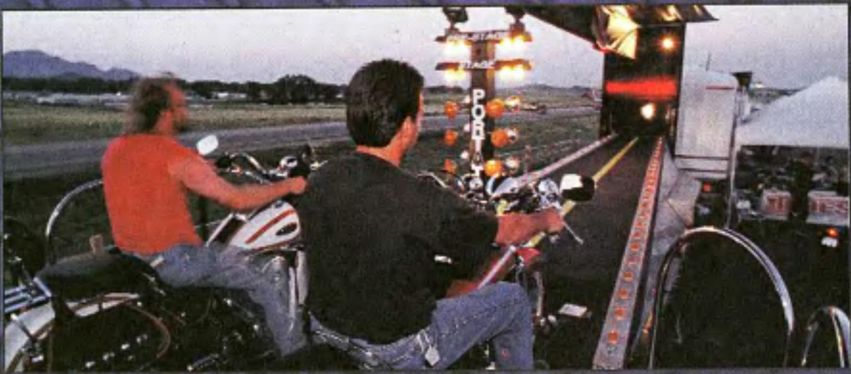

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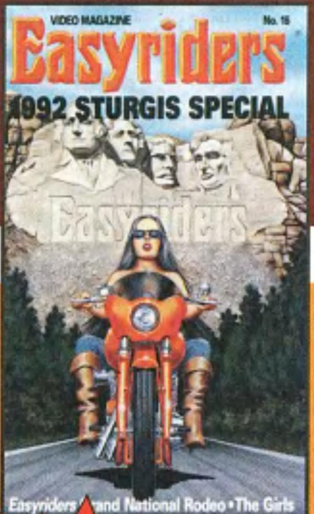
Mar 18-20	Hilton Head Motorsports - Bluffton, SC
Mar 25-27	Open
April 1-3	Eastside Harley-Davidson in Bellevue, WA
April 8-10	Open
April 15-17	Cycle Center - Fremont, CA
April 20-24	River Run - Laughlin. NV
April 30	Harley-Davidson of St. Paul, MN
May 5-8	Cycle de Mayo - Lake Plesant, AZ
May 13-15	Harley-Davidson of Appleton, WI
May 18-22	Convention Center- (Bike Week) Myrtle Beach, SC
May 27-29	Overtuff Powersports - Springfield, IL
June 3-5	Doc's Harley-Davidson in Kirkwood, MO
June 10-12	Gutterridge H-D in Danville, IL
June 16-19	Twin State H-D in Lebanon, NH
June 24-26	J&P Cycle - Anamosa, IA
July 1-3	Mid-America Harley-Davidson Columbia, MO
July 8-10	Lance's H-D in Mansfield, PA
July 15-17	Competition Accessories- Springfield, OH
July 20	JR's Smoke Shop - Irving, NY
July 22-25	Bikefest - Carlisle, PA
July 28-30	Honda Homecoming - Marysville, OH
Aug 5-7	Liberty H-D in Boston Heights, OH
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Speed Limit Cycle-Chicago, IL
Aug 26-28	Hal's Harley-Davidson in New Berlin, WI
Sept 2-4	Abate of Minnesota-Litchfield, MN
Sept 9-11	Loess Hills Rally-Council Bluff, IA
Sept 16-18	Roseville Cycle Center - Roseville, CA
Sept 21-25	Reno Harley-Davidson in Reno, NV
Sept 30-Oct 2	Chester's Harley-Davidson in Mesa, AZ
Oct 7-9	Town & Country Sport Center in Cement City, MI
Oct 15	Jim's Harley-Davidson in St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 5	Stone Mountain H-D in Lilburn, GA
Nov 11-13	Space Coast H-D in Palm Bay, FL
Nov 18-20	Open
Nov 25-27	Open
Dec 25	Merry Christmas

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com



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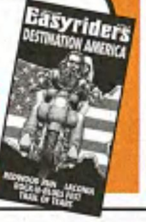

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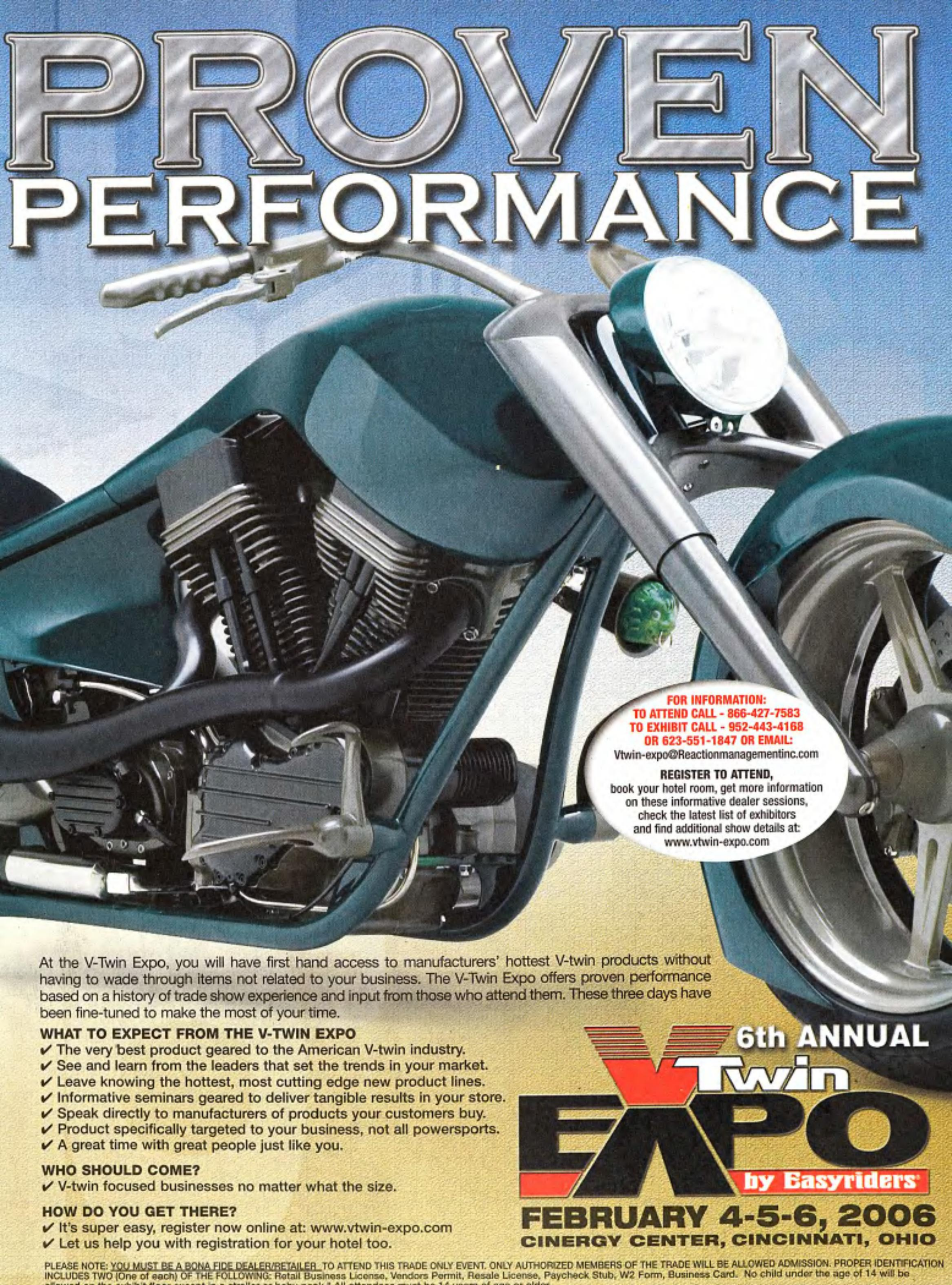
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And the Man said, "Let there be light," and there was light. There have been tremendous strides since 1879 when Thomas Alva Edison solved the vacuum problem and lit a carbon filament lamp that burned for 40 days. The first motorcycles were fitted with carbide (or acetylene) headlamps, which burn via the reaction of calcium carbide and water. Dynamo electric lighting didn't come about until later. Nowadays there are so many choices in lighting that guides like this tome become necessary. Peruse these pages and your soul itself will become illuminated.

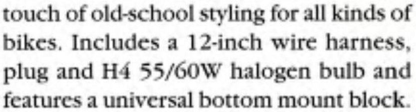
—Kit Maira

EASYRIDERS' LIGHTING & ELECTRICAL GUIDE

RUSS WERNIMONT DESIGN MALTESE CROSS HEADLIGHT

New to Drag Specialties is this one-of-a-kind chrome headlight with just the right touch of old-school styling for all kinds of bikes. Includes a 12-inch wire harness, plug and H4 55/60W halogen bulb and features a universal bottom mount block. The headlight measures 6 3/4 x 6 3/4 inches and is certified by the manufacturer as meeting DOT standards.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com.



HIGH OUTPUT LED CATEYE TAILLIGHTS

For your custom applications, this cateye taillight with a unique stepped chrome steel housing features high-output LED bulbs making you visible as you're cruising down the road. You have a choice of a clear or red lens design; both have brilliant LED red bulbs to get the attention you need. Dimensions: 5 x 2.5 x 2 inches.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com

FLOWER LICENSE PLATE LIGHTS

These unique flower lights add a special touch to the back of your bike. Mounts to almost any license plate frame and connects to you choice of running, brake or turn signal circuits. These 3-D flowers look striking lit or unlit. When lit, the center of the flower emits a bright blue light through long lasting LED bulbs.

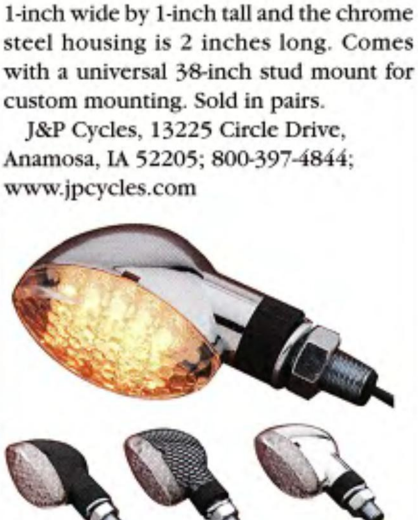
Sold in sets of two, 1.5-inch diameter.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com

CHROME CATEYE MINI-LED MARKER LIGHTS

These LED cateye marker lights are the perfect touch to add custom lighting to your bike. These lights come with your choice of high-output amber or red, single filament LEDs. You also have a choice of amber, red, or clear lenses. The lens is 1-inch wide by 1-inch tall and the chrome steel housing is 2 inches long. Comes with a universal 38-inch stud mount for custom mounting. Sold in pairs.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com



LED MINI-CATEYE MARKER LIGHTS

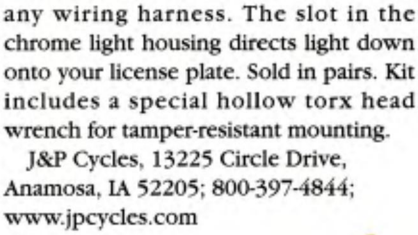
These low profile cateye marker lights are stylish, functional, and fit a variety of custom applications. Each light is 2-inch wide, 1-inch deep, and 1-inch high. Available with your choice of high-output red or amber LEDs with a clear lens. The housing is available in chrome, black, or carbon fiber to create your own unique look. Each light is single filament with a hollow mount bolt for through-the-bolt wiring.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com

LICENSE PLATE LIGHT KIT

These ultra bright LEDs light up your license plate right in its frame. The low profile LED lights are encased in a slotted chrome head and securely attached at the end of a hollow bolt. Just mount them in place of your regular license plate bolts. Enough wire is provided to splice into any wiring harness. The slot in the chrome light housing directs light down onto your license plate. Sold in pairs. Kit includes a special hollow torx head wrench for tamper-resistant mounting.

J&P Cycles, 13225 Circle Drive, Anamosa, IA 52205; 800-397-4844; www.jpcycles.com



DRAG/HOTOP IGNITION/STARTER SWITCH

Drag Specialties and Don Hotop bring you a marine-grade ignition/starter switch for added water and vibration resistance. Off/on/start (with return to run), works just like an automotive ignition. A chrome, billet retaining nut holds the switch firmly in place.

Drag Specialties, P.O. Box 5222, Janesville, WI 53547-5222; www.dragspecialties.com

SEE AND BE SEEN

H.I.D. stands for High Intensity Discharge. This type of superior lighting is the type seen on high-end Mercedes. Küryakyn has teamed up with Xsighting

Lighting, a division of the international giant Valeo Sylvania. What came out of this collaboration was a motorcycle headlight that they say illuminates three times greater than the best Halogen light systems on the market. The lamp uses only 35 watts and is easy to install with no new wiring. Some motorcycles will require an extended bezel that will be available in a package offered by Küryakyn for your specific motorcycle.

Küryakyn, P.O. Box 339, Somerset, WI 54025; 866.277.9598; www.kuryakyn.com

KÜRYAKYN DELUX PANACEA TAILLIGHT

The Küryakyn Panacea Taillight System adds LED lighting to Harley-Davidson motorcycles. Simple plug-in installation makes the Panacea an extremely user-friendly upgrade to virtually all late-model Harleys. If you install both the taillight and turn signal inserts, you'll have over 300 bright LEDs working for you as a two-color, multi-function system. Available in red and smoked lens.

Küryakyn, P.O. Box 339, Somerset, WI 54025; 866.277.9598; www.kuryakyn.com

BADLANDS ILLUMINATOR PRO

This new module works on a stock Harley-Davidson or custom V-twins, which do not have a self-canceling system. It has all existing modules built into one module: automatic canceling, front running lights and turn signals on single-filament incandescent or halogen bulbs, as well as LEDs, rear/running lights, brake light function and turn signals on single-filament incandescent or halogen bulbs as well as LEDs. A built-in load equalizer runs LEDs and up to 70 watts per corner at each station. You can cancel turn signals at any time for a quick lane change, and this module has a built in emergency flasher mode that does not build up heat.

Badlands Motorcycle Products, 1554 Linda Way, Sparks, NV 89431; 775-359-4450; www.badlandsmotorcycleproducts.com

THE ILLUMINATOR PLUG-IN STYLE

The Illuminator three-in-one turns stock or custom turn signals into running lights, brake lights, and maintains turn signal function. It also increases visibility from the rear of the motorcycle. This new generation is compatible with the new TSM and TSMM module/security system.

Badlands Motorcycle Products, 1554 Linda Way, Sparks, NV 89431; 775-359-4450; www.badlandsmotorcycleproducts.com

V-FACTOR HEADLAMP FROM MID-USA

Sick of headlights that dwarf the front end of your bike? MID-USA has what you need. This new headlight from V-Factor has a small diameter of 4 1/2 inches but measures 6 1/2 inches long. Designed to fit the streamlined profile of a minimalist chopper perfectly. Included H4 bulb and billet mount block make installation easy. This headlight is certified by the manufacturer as meeting DOT standards.

MID-USA, 4937 Fyler Ave., St. Louis, MO 63139; 314-351-3733; www.MID-USA.com

NEW LIGHTING CHOICES FROM ADJURE

Here are four headlamp designs from Adjure. From left to right; the Diamond Cut 3K, with diamond cut reflector with three decorative horizontal lines and a clear glass lens; the Trillient, with clear glass lens, diamond cut reflector and a tri-Bar with a glass blue dot; Diamond Cut Ice with Skull, a clear glass lens and a diamond cut reflector with a chrome skull on the bulb cover inside the lamp; and the Wave Cut, a clear glass lens, with wave cut reflector and a tri-bar with a glass black dot.

Adjure Inc. 888-966-933; www.adjureinc.com

BILLET BOYS' CUSTOM LICENSE PLATE FRAMES WITH LED LIGHTS

The Billet Boys' custom license frames are now available with super-bright LED lights built in. These show-quality license frames come in five choices: brake lights only, turn signals only, brake light and turn signals, running lights only or all three light groups set up as brake lights. The frames are CNC machined from aluminum that is polished and chrome plated. The frames are available in four fitments for Harley-Davidson and custom motorcycles and one fitment for metric cruisers. Like all Billet Boys products they are made in the USA.

Billet Boys, 30872 Huntwood Way #10, Hayward, CA 94544; 471-3026; www.billetboys.com

DAKOTA DIGITAL SPEEDO TACH SYSTEM

Dakota Digital's new HLY-3016 round 3 3/8-inch digital information system for V-twin motorcycles features a 0-255 mph/kph adjustable speedometer, adjustable tachometer with selectable 0-6500 rpm or 0-13,000 rpm reading that can also be displayed in the digital readout, an odometer with two resetable trip meters, turn signals, high-beam indicator, neutral indicator, low oil pressure warning, check engine indicator, security light, voltmeter reading with low voltage warning, resetable service miles, resetable hour meter, user settable countdown service meter with warning, high-speed recall, high-rpm recall, 0-60 mph timer, mile timer, mile speed, gear position display compatible with 3-speed through 6-speed transmissions, and adjustable rpm warning point with output for external shift light. All of these features are included in one compact unit that will fit in any 3 3/8-inch opening. The speedometer is adjustable for nearly any gearing or tire size combinations using a simple push button calibration routine. The tachometer can be set for use on engines ranging from 1-15 cylinders and does not require an adapter for use on single fire ignitions.

Dakota Digital Inc, 4510 W. 61st Street North, Sioux Falls, SD 57107; 800-852-3228; www.dakotadigital.com

MC ADVANTAGES FEATURES NEW LIGHTS WITH EXTRA STYLE

MC Advantages now offers Adjure's 7- and 5-inch headlamp buckets with visors for style. These newer styles, the bedrock of Adjure's Rodeo Dr. and Sunset Blvd. lines, have premium looks and features at affordable prices. Each model features Adjure's Phast Lock system, which easily and securely seals out the moisture that makes conventional buckets rust and headlamps fail. Rodeo Dr.

models feature smooth or flamed buckets, with or without visors and a step to the front of the housing. Sunset Dr. models are also available flamed or smooth, with or without a visor, in a bullet-like housing.

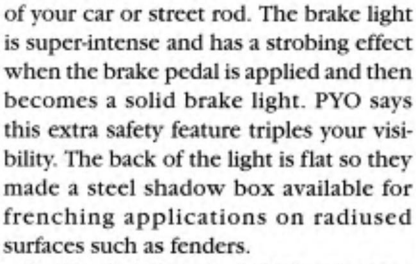
MC Advantages, 10440 NW 54th Ave., Grimes, IA 50111; 800.726.9620; 515.369.4320

THE MALTESE CROSS LED TAILLIGHT

Paul Yaffe's Maltese cross taillight is machined from 6061 T6 with a cool staircased perimeter. It measures 4 x 4 inches, is 1-inch deep and filled with the brightest LEDs available. They put four blue LEDs in the center so it looks just like an old hot rod taillight with a blue dot installed. They also wired a turn signal circuit in case you feel the need to

use a couple of these babies on the back of your car or street rod. The brake light is super-intense and has a strobing effect when the brake pedal is applied and then becomes a solid brake light. PYO says this extra safety feature triples your visibility. The back of the light is flat so they made a steel shadow box available for frenching applications on radiused surfaces such as fenders.

Paul Yaffe Originals, 2211 East Indian School Road, Phoenix, AZ 85016; 602-840-4205.



CYCLOPS HEADLIGHT

Eurocomponents Cyclops headlight features a new innovative design to make your bike stand out, giving it an aggressive look. The headlamp features high beam and low beam. Dimensions: 6 inches wide, 2 3/4 inches high, 5 inches deep. Available chromed or flat black powdercoated.

Eurocomponents Inc. Daytona Beach, Florida; 386-274-5729, Fax: 386-274-5733; www.eurocomponentsusa.com

SIX NEW TAIL LIGHTS FROM ARLEN NESS

Arlen Ness has introduced six new headlights for 2005. Four new 5.75-inch headlights are available in two different stretches as well as the choice of two visors with a fifth being the Battistini headlight designed by Rikki Battistini. The Eyeball headlight is a 4 1/2-inch single-beam headlight that adds

a very different, radical look to any motorcycle.

Arlen Ness Enterprises, 6050 Dublin Blvd., Dublin, CA 94568; 925-479-6350; www.arlenness.com

ARLEN NESS INTRODUCES NEW BATTBOYZ PRODUCTS

Arlen Ness has also introduced three new products from BattBoyz LTD in England to make the wiring of a motorcycle that much simpler. The Easy Harness is a unit that handles every function your custom or stock bike could need. While the Easy Beam high/low relay converts momentary switches to latching ones and the Hercules starter relay will handle the power for the big-inch, big starter applications.

Arlen Ness Enterprises, 6050 Dublin Blvd., Dublin, CA 94568; 925-479-6350; www.arlenness.com

V-TWIN MANUFACTURING

V-Twin Manufacturing offers a wide variety of styles of taillights. Most styles have universal mounting and can be adapted to many applications. This is just a random sampling of the lighting available in the 2005 V-Twin Manufacturing Product Reference Guide. This guide is available free by contacting your local V-Twin dealer or visiting their Web site at www.VTwinMfg.com. Featured is their newest design, an old-school look with new world technology, combining a cross with a cateye to create their Iron Cross Taillamp. Featuring a red LED lens, it also has two clear LEDs to illuminate your license plate. This tail lamp is manufactured using high-quality materials and is readily available to fit on any application that will accept a cateye style mount.

V-Twin Manufacturing, Box 808, Dept. ER, Vails Gate, NY 12584; 800-833-8946; www.VTwinMfg.com

HARLEY-DAVIDSON COMBINATION SPEEDO/TACH

The new combination speedometer/tachometer from Harley-Davidson Genuine Motor Accessories allows the owner to add a tach to monitor engine speed without installing a separate gauge housing on the motorcycle. The analog tachometer sweeps across the lower portion of the gauge face. The backlit face

aids nighttime viewing, and the easy-to-read LCD odometer/tripmeter remains visible when the ignition is turned off. The unit mounts in the stock dash opening on the tank-mounted console and is a direct plug-in installation for 2004-later Dyna Wide Glide, Softail and Road King models.

Harley-Davidson 800-443-2153; www.harley-davidson.com

NEW LIGHTED REAR TURN SIGNAL MOUNTS FROM H-D

Harley-Davidson's new lighted rear turn signal mount kit utilizes brilliant LED lamps to supplement red rear lighting when the motorcycle ignition is turned on. Designed to accent the bullet-style turn signal housing, the airfoil-shaped mounts feature two rows of LED lamps that light with the tail lamp and increase in intensity when the brakes are applied. Designed as a direct replacement for the original-equipment turn signal mounts, the lighted rear turn signal mounts are available with red or smoke lenses and fit 2002-later XL, Dyna (except FXDXT), FLSTF and FX Softail models (except FXSTD). They will not fit models equipped with saddlebags.

Harley-Davidson 800-443-2153; www.harley-davidson.com

TOUR-PAK INTERIOR LIGHT KITS

The new Tour-Pak and Saddlebag Interior Light Kit from Harley-Davidson utilizes brilliant white LED light pods to illuminate the luggage compartments of any

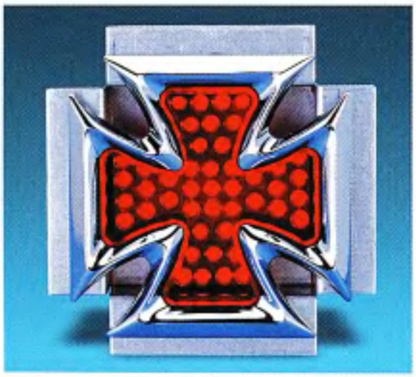
1994-later Harley-Davidson touring models equipped with a King or Chopped Tour-Pak. A single LED light pod mounts inside the Tour-Pak lid, while two additional light pods mount to the bottom of the Tour-Pak to cast light inside the saddlebags. Each light pod features a soft-touch switch and a five-minute automatic shut-off timer to prevent battery drain. The kit includes a quick-disconnect wiring harness and installation hardware.

Harley-Davidson 800-443-2153; www.harley-davidson.com

NEW HARLEY-DAVIDSON V-ROD TURN SIGNAL KIT

Move Harley-Davidson V-Rod turn signals from the original handlebar location to the forks with the new turn signal relocation kit. The kit includes chrome-plated clamps, brackets and spacers required to mount the original-equipment front turn signals on the top of the fork tubes for a clean, custom look. Fits all 2002-later VRSC models.

Harley-Davidson 800-443-2153; www.harley-davidson.com



HITECH PRODUCTS MALTEZEZZZ

Hitech Products now has an all-new billet bezel flush mount Maltese cross to give your chopper the old-school look with the Hitech modern design and technology. You can install the Maltese cross anywhere on the body panel. The LED fixture will fit behind the fender to give a flush look. The bezel will only extrude 1/4 inch from the surface of the fender. The Maltese cross will work as a stoplight and brake light. Other styles available include Teardrop, Moonlight, Diamond and various shapes and round sizes.

Hitech LED Products, 6925 Eton Ave., Canoga Park, CA 91303; 818-887-0136; www.hightechproducts.com.

RETRO SIDE-MOUNT HEADLIGHT

Used on the Jammer Delta 88 custom bike, the styled side-mount headlight has an opening for a speedo on top. The

bullet-shaped headlight measures approximately 8 inches long by 6 inches wide at the side mounts. A black powdercoated shell with a chrome-plated retaining ring set this beauty off. Speedos to use with this headlight are also available and featured in their new "Jammer's Handbook."

Jammer Cycle Products are available through your local Custom Chrome dealer.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-597-6467; www.customchrome.com

VINTAGE TEARDROP TAILLIGHT

The teardrop taillight features nostalgic styling with a modern touch. The die-cast housing is polished and chrome plated, and measures 3 inches wide by 6 inches long, and houses a 1.5-inch-wide by 2.5-inch-long early-style oval red lens. This 12-volt taillight also features built-in license plate lighting, license mounting tab, and a thick molded rubber-mounting gasket. It includes chrome-mounting hardware, wiring pigtail with bullet connectors, and a flexible black wire cover.

Jammer Cycle Products are available through your local Custom Chrome dealer.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-597-6467; www.customchrome.com

BLACK BEAUTY VINTAGE TAILLIGHT

The Black Beauty features a bullet-light lens; this 12-volt taillight incorporates license plate illumination, license plate mount and it's hinged so you can adjust the angle to just where you want it. It's black powdercoated for a durable finish with mounting hardware included.

Jammer Cycle Products are available through your local Custom Chrome dealer.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-597-6467; www.customchrome.com

RETRO DRILLED TAILLIGHT

A very cool 12-volt taillight for use on custom bike builds, it features a drilled billet housing, license plate illumination and mounting/license plate bracket. The taillight measures 2.75 inches wide by 1.25 inches deep.

Jammer Cycle Products are available through your local Custom Chrome dealer.

Custom Chrome, 16100 Jacqueline Court, Morgan Hill, CA 95037; 800-597-6467; www.customchrome.com

SPRINGER LIGHT BAR

Now available from Headwinds is a new springer light bar that moves your headlight down and out for a long, sleek appearance. Shown is their billet light bar mounted on a stock Springer with matching 5.75-inch headlight, 2-inch spotlights, and 1.375-inch turn signals from Headwinds. Other sizes and styles are available in any combination.

Headwinds, 221 West Maple Avenue, Monrovia, CA 91016; 626-359-8044, www.headwinds.com

THE BULLET'S BACK

Paughco's says their universal bullet headlight is possibly the most versatile and widely used custom headlight ever produced. It features a bullet-shaped housing, common and easily replaced 5-inch, 12-volt sealed beam unit, spade bottom mount and Paughco's chrome finish.

Paughco, 30 Cowee Dr., Carson City, NV 89706; 800-423-2621; www.paughco.com

FRENCHED HEADLIGHT RING

Here's a very cool piece that will update just about any 5-inch headlight assembly.

Originally designed to fit Paughco's 1310 light housing, this sunken headlight support ring gives traditional lighting a frenched appearance. The Paughco frenched headlight support ring is manufactured from 20-gauge steel and is finished in Paughco's chrome. These rings measure 1 5/8 inches in width.

Paughco, 30 Cowee Dr., Carson City, NV 89706; 800-423-2621; www.paughco.com

PRO-ONE WIRING SYSTEMS

These wiring packages from Pro-One are billed as the perfect problem solver for just about any H-D application not using a dash-mounted switch. The wiring harness comes complete and ready to connect to your bike's ignition and lighting system and is available for use with or without stock handlebar switches. Each kit comes complete with a custom side-mounted control box, which mounts easily to the frame downtube and is show-chrome plated. Control boxes are available in three styles for use with stock handlebar switches, custom 4-button handlebar switches or completely self-contained for use without handlebar switches. Coded wiring is quickly and simply connected following the supplied wiring diagram.

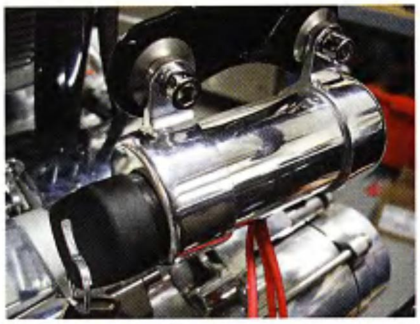
Pro-One, 2700 Melbourne Ave, Pomona, CA 91767; 800-884-4173; www.pro-one.com

PRO-ONE LED LICENSE PLATE ASSEMBLIES

The Pro-One LED license plate assemblies offer custom builders what may be the largest selection of custom license plate mount and lighting products available. Five styles shown here are just a sample of what you can choose from. From the sleek Slimline, vented Show Bike, vertical curved Iron Cross and sanitary Custom to the Diamond Derby cover mount these uniquely Pro-One LED license plate assemblies are as functional as they are good looking. Precision

machined from billet aluminum and chrome plated to perfection, each of the assemblies feature a chrome billet frame and back plate with built in, superbright LED tail and license plate light. All are supplied complete with all necessary mounting hardware.

Pro-One, 2700 Melbourne Ave, Pomona, CA 91767; 800-884-4173; www.pro-one.com



TOP SHELF CUSTOMS IGNITION SWITCH

Top Shelf Customs says they are always hunting for parts on a custom build that can be improved, which is how they came up with the design for their ignition and start-switch. This universal ignition start-switch features a two-key, off/on start-switch and includes a hidden 30 amp breaker, both built into one compact, little unit. The Top Shelf Customs ignition switch has a universal mount that they say can be mounted under any oil tank, to any frame, or any other ideas you have in mind for your build. There's no starter relay needed with this design or any of the messy wiring to go along with it.

Top Shelf Customs, 15102 Bolsa Chica Blvd., Unit E, Huntington Beach, CA 92649; 714-903-8042; www.topshelf-customs.com

BULLETPROOF ARSE

The Bulletproof Arse provides hands-free operation, with no need to remove gloves to search for keys. The manufac-

turer says there is virtually no chance of drive off theft, as their unique ID Code provides security. No keys, no scratched paint just leave the credit card-sized transponder in your wallet or back pocket and press the starter button; no codes or numbers to remember.

BulletProof Electronics, 525 8TH St. West, Bradenton, FL 34205; 800-996-9474; www.bulletproofelectronics.com

FIRE STAR ORION AND NOVA HEADLIGHTS

The Fire Star Orion headlight/passing light, by Lazer Star is designed to be the larger version of and to complement the Bullet. It's available in chrome finish and includes billet bezel and mounting hardware, H4 55/60-watt halogen bulb or 25-watt Metal-Halide HID lamp or 35-, 55- and 100-watt H-3 Halogen, both in spot or driving light style cut off flood patterns. The Nova is a triple-chrome-plated, 5 3/4-inch-diameter housing with H4 lamp and billet mounting post included for either custom front ends or an extended mount for stock Wide Glide front ends.

Lazer Star/Weekend Concepts, 1330 N. Blue Gum St. Anaheim, CA 92806; 800-624-6234

NEW KUSTOMWERKS HEADLAMPS

Kustomwerks' new line of 5.75-inch and 7-inch headlamps feature billet trim rings. The new headlamp shells are constructed of spun aluminum, feature show-chrome plating and attach via bottom mounts. Each headlamp is certified by the manufacturer as meeting DOT standards and comes with an H4 12 Volt 60/55W bulb.

Kustomwerks, P.O. Box 35831, Greensboro, NC 27425-5831, 336 996-8690; www.kustomwerks.com.

TALES FROM THE CRATE
J&P Cycles' Build-A-Bike, Part Duex

As you know from our previous story, our friends at J&P Cycles are busy building this year's Sweepstakes sled, and it is our solemn duty to cover it for you as though this were your very own bike going together. And it could be…after all, one of you lucky readers out there has to win it, right? Absolutely. Well, let's see just what's happening with the CCI Eldorado HR3 bike kit in the capable hands of J&P's Jeff Wiley and Bob Vermillion.

Now, the great idea behind CCI's HR3 bike kits is that anyone can buy one, rip open all the boxes and sit, glowing, amid a pile of shredded cardboard and unboxed parts just waiting to be assembled. It's a safe assumption that Jeff and Bob are past this giddy stage so we'll join them in progress as they do some test-fitting to see where the Eldorado kit will end and where their ideas for customizing it begin.

The Eldorado is a slick kit, but in the capable hands of good mechanics there's just too much temptation to re-work a few things and do some tweaking. The departure from the "out of the box" Eldorado styling will take the form of a retro-bobber conversion. After all, the old-school chopper/bobber thing is enjoying a massive surge in popularity so why not spice things up on the ol' Sweepstakes bike.

Scouring the CCI, J&P and new Jammer catalogs, the boys have come up with a list of new parts the Eldorado will receive. Things will take shape by changing out the headlight, gas tank, pipes, seat, front wheel, floorboards, taillight, front fender, and speedo. To further the hardtail bobber look, a strutless rear fender will also be added to the mix. Thus, with a plan and a pile of parts, work has commenced and the best place to start is the chassis.

As they'll be switching out the front wheel, the frame and swingarm are blocked level and the rear wheel is installed. Engine and tranny are likewise installed and thus begins the careful task of setting up the rear wheel spacing, setting the rear caliper and ensuring that the chassis is properly aligned.

Once these basic measurements are checked out, modifications can begin

Frame and swingarm—beginnings of a chassis.

Every bike needs an engine and tranny, really! Here's how they go together.

6th Annual Christmas Gift Sweepstakes

You could **win** this *El Dorado*

only if you enter the **Easyriders®** J&P CYCLES 6th Annual Christmas Gift Sweepstakes

CUSTOM CHROME

This year J&P Cycles® ace mechanic Jeff Wiley will be building the CCI kit bike - the El Dorado, a classic look. Built around a black and chrome 100" RevTech® motor with a matching 5-speed transmission, this kit is finished off with Jesse James rear fender, Rick Doss tear drop headlight, Aurora Tail light by John Reed, a 180 - 18 Avon tire and more! But...J&P® is going to add their own signature to this ride with some custom fabrication giving it a whole new look. So watch for the build articles coming up to watch the transformation as it happens.

That's right this gorgeous El Dorado can be yours for the price of a postage stamp.

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OFFICIAL SWEEPSTAKE RULES

Use the attached Official Entry Form or write your name, address, phone number, and "EASYRIDERS/ J&P Cycles SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: Easyriders/J&P Cycles 6th Annual Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by November 30, 2005. Easyriders/Paisano Publications, LLC., assume no responsibility for lost, misdirected or late mail.

Prize is not transferable and not redeemable for cash, and may not be exactly as shown above. No substitution of prize is permitted. One Grand Prize with approximate retail value of $25,000.00

Winner will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, which can happen, a random drawing will be held from among all entries received to award unclaimed prize. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.

The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/J&P Cycles and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

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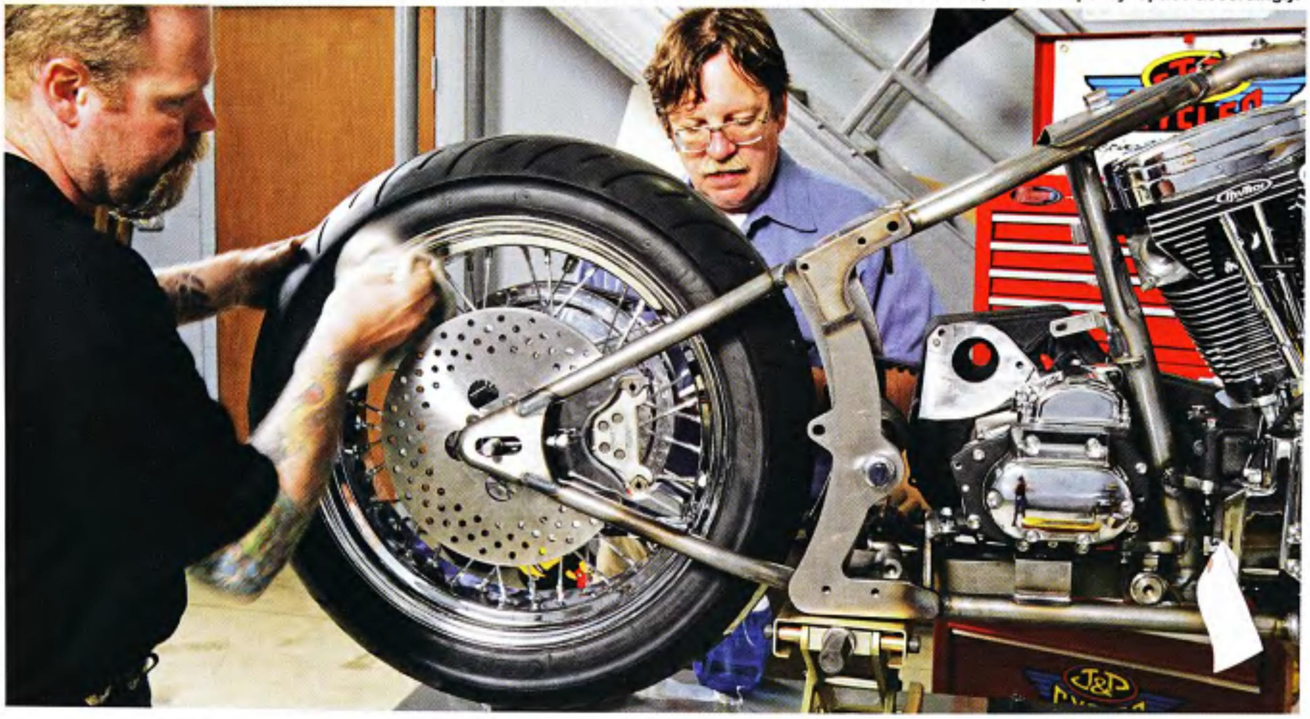
Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders /J&P Cycles and none will be returned. Winner grants Easyriders /J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the prize winner, send a separate stamped, self-addressed business envelope to: 6th Annual Christmas Gift Sweepstakes Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN.

Engine and tranny safely in place. Make sure the shafts stick out this side of the frame. Then add one rear wheel, rotor and pulley. Space accordingly.



using the chassis as the foundation. After all, the last thing you want to do is build, change and modify all at the same time. That's a building no-no.

So now that we've seen the early stages of the build and know where the boys intend to take it, we'll all have to sit back and try to figure out their next move. In the meantime, check out our Sweepstakes entry form if you haven't done so already. Because if you like the way this project is heading, you're certainly going to want to get that entry mailed in ASAP. And make sure to stay tuned for next issue's update where we should see the new sled with its mods and revisions well into the build.

To check out these and other cool parts and enter to win the Build-A-Bike, ride over go to the J&P Cycles Web site at www.jpcycles.com. —*Wordman*

Thinking over the next step. Hey, cool banner!

Laying the groundwork for next phase. Bobber, anyone?

Photos: Pam Proctor

ReadersRides

Photos: Ian

Lisa Wadleigh
Edmonton, Canada
1974 Sportster

By the time you read this, the lovely Lisa will be even hotter looking than she is here. That's because she's going to be competing in a body building contest in December and in order to have a shot at a trophy, she says she's going on a strict diet that promises to show every muscle, every ripple, every nuance in her already delicious looking body. This will definitely be a six-pack worth drooling over.

Oh yeah, lest I forget, this is a motorcycle magazine. That's why you see Lisa with her Sportster, which she's owned for the past nine years and which she, together with her, uh, significant other (you knew she had to have one, right?), a fellow named Ian, has slowly customized and changed over the past six years.

Ian kept talking about "4-inch risers," a "punched-out motor," a "lowering kit" and some other nonsense, as my mind's eye was watching Lisa working on her gluteus maximus, abdominals and other, equally important muscle groups. "I do leatherwork and have done my own leather on the bike," says Lisa, who adds that she rides "every chance I get."

Yeah, but does she ride in that outfit? It gets pretty cold in Edmonton, doesn't it? And what man wouldn't want to trade places with that bike?

Oh, she's still talking. I'm sorry. "...my next project will be to rake out the front and change the oil bag to a horseshoe," she says...I think. *—Tripper*

Henry Schroeder
Bay St. Louis, Mississippi
1953 H-D 45

Life is nothing but mathematics and numbers, isn't it? I'm not talking about income, taxes, kids, or ex-wives. I'm talking about…well, let me demonstrate with what the 65-year-old Henry calls his Solo 45 with Soul. "My '45 was a 5-year project that didn't even start with the luxury of being a basket case," he laments. "I found a motor here, a rear wheel there and so on."

He collected parts for 4 years and then spent one year doing the assembly and making several [as in "more than 1 but less than ∞"] parts. "It turned out to be a mongrel of sorts," he contends, "with a '41 rear end, tank and frame, a '53 G motor, and a '60 front end that's registered as a '53."

With 1 exception, the paintjob, he did all the work by himself, 1 man working on 1 bike. He did have 1 particular challenge, though. He wanted to get rid of the original suicide clutch with tank shifter and convert it to a hand clutch and standard foot shifter. At least 8 Harley shop "experts" from several (see above) parts of the country told him it couldn't be done, he says. "When I told them that I thought a ratchet assembly from an old panhead might work, the universal answer was it wouldn't work because it's a 4-speed and mine's a 3-speed."

Henry contends he was "too dumb to know any better, and now the 4-speed detents work just fine," he says. "The only minor adjustment is having to click twice between 1st and 2nd."

Although his 3-speed scoot can't keep up with today's 5- and 6-speed trannies, Henry says he enjoys every mile he racks up on his '53 H-D, especially when he shifts. See how beautiful life can be when you know your math?

—Tripper

Photos: Owner

ReadersRides

Sam Wood
Isle, Minnesota
1971 Sportster

Here we have proof of what the regular perusal of our magazine, especially during one's "formative" years, can do to a person. It can make you build bikes like this one, for instance. Sam, who says he still has the first issue he got as a kid in Massachusetts, obviously got stuck in a time warp, let's say, mid- to late-'70s. "I had just gotten out of the military in the spring of '81 and saw the bike at a gas station. I bought it off a dude from Seattle and took it home to Montana and stripped it," he explains.

Since it was actually a basket case, he bought parts for the rebuild and had them shipped from magazine ads, like Drag Specialties and other sources. The frame's from C&G, the mag wheels from Lester, and Sam, who does auto bodywork for a living, stretched the tank by his very own self. Oh yeah, front end's stretched a whole 10 inches and the motor, he says, was blueprinted, bored and stroked and balanced, way back in '83. "It hasn't been touched since," he emphasizes.

Twenty-some years later, he still has his Sportster, although he's redone it recently, and now he's got " an old bike with a new look," which mainly consists of a new paintjob. Actually, three paint jobs over the past few years. But he's won a number of trophies with it over the past couple of years has been coast to coast on it, too.

See what I mean? Reading too much of this magazine can do strange things to you, indeed. *—Tripper*

Photos: Owner

Rich Redmond
Spotsylvania, Virginia
1983 FXRS

"I've had this bike for so long, I can't see myself ever selling it," is how Rich admits to his love for his shovelhead. "So long" may be a relative term, since he's had the bike for about a dozen years, but it does have sentimental value. "It's a tribute bike for three or four dead friends of mine."

While Rich did most of the custom work himself, he did have some help from the folks at Scooter Works in nearby Fredericksburg, Virginia, and a buddy of his named Bones, who hangs his hat in Garrisonville, did the awesome paintjob. "He actually painted it twice," Rich says. "The first time, it was a bunch of skulls, but I didn't like that. Now it's a cemetery with some headstones and names on them."

Over the years, he's also switched the original H-D jugs out for a set from S&S, added some drag pipes, and did a number of other little things. It used to have an H-D bottom end for a long time, but Rich eventually exchanged it for S&S, too. "I just really like the old-school look," he says, "and that's what I was trying to achieve."

Well, he certainly has done that. And he's done a pretty good job with it, to boot. "Every time I take it somewhere, I end up with a trophy," Rich adds. "Of course, that's not why I have the bike, but it's a very nice thing to happen, anyway."

And there you have it. —*Tripper*

Photos: Owner

DRAG SPECIALTIES' HYDRAULIC CLUTCH KIT

For riders that don't have big hands or "arms by Arnold," getting through heavy traffic can literally be a pain in the left arm. Harley uses a multi-disc clutch assembly that is actuated by a hand lever, cable and ball-ramp release mechanism. Spending an hour or so squeezing the clutch lever, as you inch your way through traffic is an unwelcome workout.

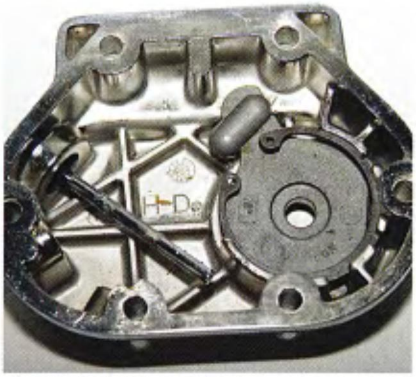
As a sidelight, the clutch system isn't one of those devices that gets easier to use as it is "broken-in." No, if anything it requires more effort as the cable wears a path inside of the cable housing.

There is a better way, let a little juice do the work for you, as in a hydraulic clutch. There are several ways to convert your Harley to a hydraulic clutch, which up until now, has not only involved replacing the hand control but also the complete clutch release cover on your transmission. Well, the people at Drag Specialties and Magura have changed that.

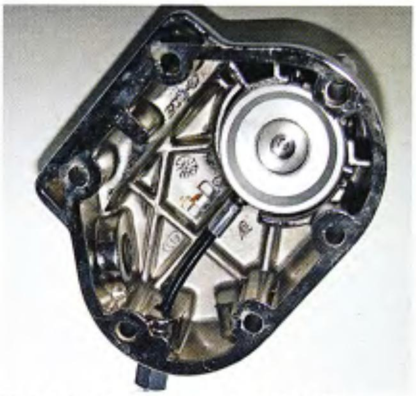
They have introduced a new hydraulic clutch conversion kit that, as usual, features a hand control/master cylinder but, on the other end, it only replaces the clutch release actuator inside of the clutch cover on the transmission. The kit's slave cylinder fits in the same location as the ball-ramp mechanism. The kit is very well engineered; installing the kit takes a couple of hours and just hand tools.

With the hydraulic conversion installed, riding the bike is a whole new experience. The clutch control is now a two-finger operation. This is a definite improvement. The Magura hydraulic clutch, Drag P. N. 0612-0038 is available at your favorite Drag Specialties retailer. The MSRP is $369.95. Note: they also have a kit available for Sportsters. Go to www.dragspecialties.com. —*J. Sullivan*

This is the complete Magura hydraulic clutch conversion kit. It comes fully hooked up like this, with instructions on installing it. The high-pressure line is 80 inches long; you cut it to fit your bike.



The stock clutch actuator is a ramp system; it's inside the clutch cover on the transmission. It is held in place with a large internal snap ring.

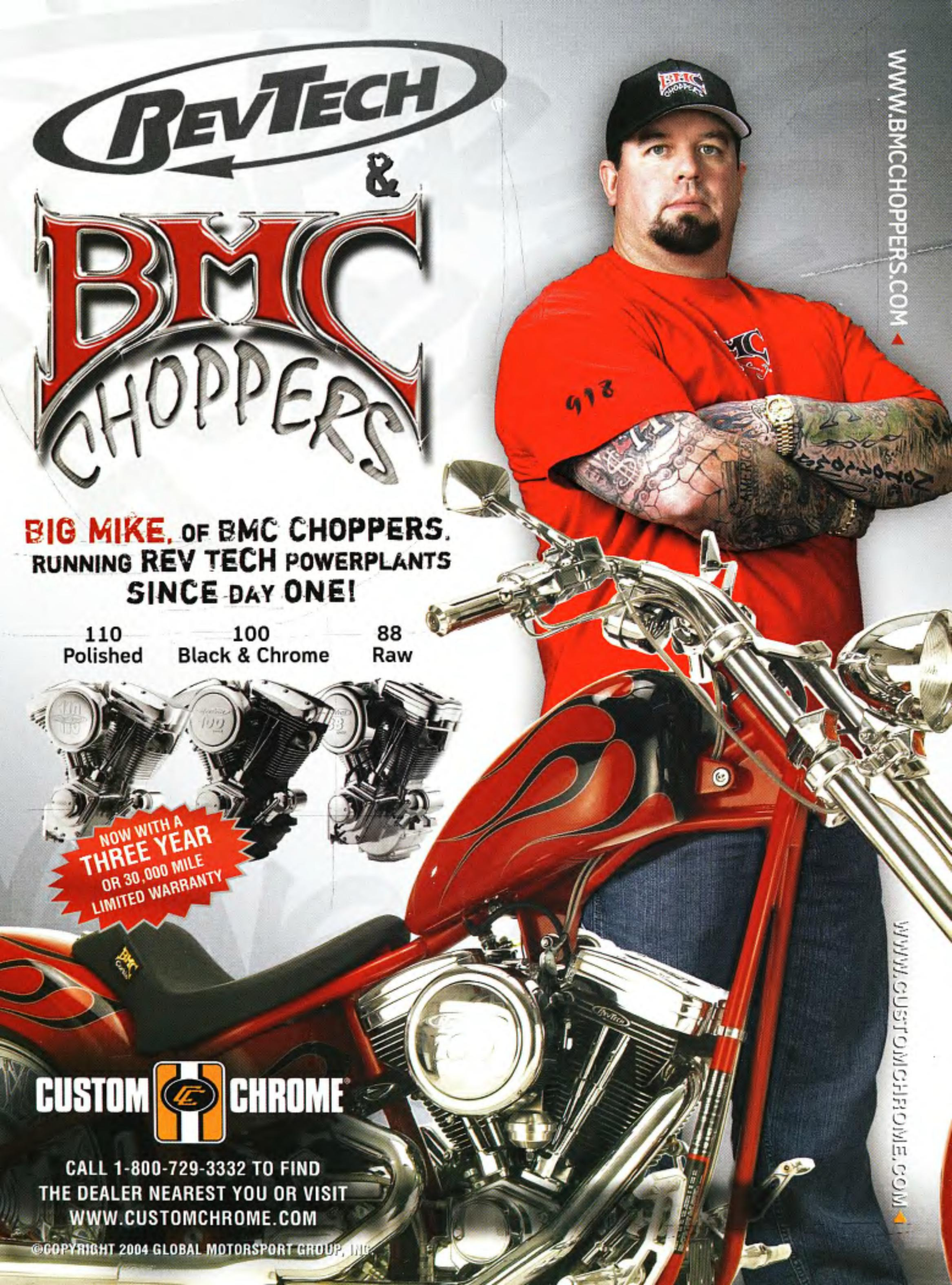


This kit includes a screw-in seal for the hydraulic line. It threads into the clutch cover in place of the cable-housing end.

The slave cylinder from the kit installs in the same spot as the stock actuator. The hydraulic line goes out through the same opening as the clutch cable did.

The combination hand control/master cylinder fits in place of the stock clutch lever/mount. The contours of its mount are the same as the stock unit. The system comes pre-bled. They also have a chrome version, which matches the factory's chrome controls.

Photos: John Sullivan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IT'S A CHOPPER BABY

Big Dog's...Chopper

You'll quickly notice by opening the Web site of Big Dog Motorcycles (www.Bigdogmotorcycles.com), that BDM has named all their models by breed of dog—except for one. For those who've been living under a rock in the desert for the last 11 years, the only bike not mentioned by breed is the Chopper. Why?

Well, in my opinion, the crew at BDM had watched one of my all-time favorite movies, *Pulp Fiction*, one too many times and had listened to a particular dialogue just enough to make it stick.

That being the scene between Butch Coolidge (Bruce Willis) and Fabienne (Maria de Medeiros):

"Whose motorcycle is this?" she asks.

"It's a chopper baby." He replies.

"Whose chopper is this?"

"It's Zed's."

"Whose Zed?"

"Zed's dead, baby. Zed's dead."

Now, personally I would have told her to shut the hell up right after correcting her the first time, but...not my movie. However, this dialogue usually gets repeated—in one form or another—every time someone asks which BDM model this bike is. Simply stated: It's their Chopper. 'Nuff said, leave it alone. Besides, when you tell people it's a chopper, the bike should speak for itself. This one not only speaks (besides being able to sit, stay and kennel up), it barks its friggin' head off.

Many production choppers have one common trait: they tend to lean heavily to the left while going down the road. Not so with BDM's bike. "We're really happy with our latest design," says Paul Hansen, BDM's marketing director. "Besides the innovations our design guys and engineers have come up with, we feel that our proprietary right-side drive and primary system is what puts us out in front of the rest of the field." On that note I would have to agree.

Early in 2004, BDM and Baker Drivetrain teamed up to provide BDM with its own proprietary balanced drive system. It includes the use of the Baker DSSC (Drop Slam Starter Clutch) and RSD unit. Of course there are modifications you won't find on these parts, should you purchase them yourself, hence the term—proprietary.

I just can't stress how balanced this ride is. This model is also one of the more comfortable production choppers I've ridden. Most of that has to do with the overall seating position. On the Chopper you feel as though you are sitting further forward than on their Ridgeback model (which we road tested in *Easyriders* last month).

This seems to have a lot to do with the fact that the bars on the Chopper are not as pulled back as the rigid. No matter, the forward controls are set perfectly. You don't feel as though you are hangin' on for dear life on either of these models.

The two obvious differences between these two BDM models is that the Chopper uses an A-frame swingarm suspension and a fat 250 rear tire, as opposed to the rigid frame and ultra fat 300 on the Ridgeback. One thing they have in common is the hidden oil tank.

I know what you're thinking: "Hidden? I can see it under the seat." Nope, but you're close. What you're looking at is a "dummy" tank BDM utilizes to store its electrical components. The oil tank sits below the transmission and is hidden from view by the pipes. Hell, in these photos you don't even see the filler cap.

So, throw in a standard 117-inch motor; custom designed, machined aluminum wheels; more options than you can shake a stick at; and that balanced

drive system and you have yourself a true "custom" production motorcycle. What more could you ask for?

Go see for yourself and find a dealer on their interactive Web site. Don't tell, but they really named the bike after the cartoon dog Chopper. —*Oil Can*

GENERAL
Owner: Big Dog Motorcycles
City: Wichita, Kansas
Fabrication: Big Dog Motorcycles.
Year/make: 2005 Big Dog Motorcycles.
Model: Chopper
Assembly: Big Dog Motorcycles.
Time: enough

ENGINE
Year: 2005 45-degree V-twin
Rebuilder: Big Dog Motorcycles.
Displacement: 117 cubic inches
Cam: S&S
Ignition: single fire
Carb: Big Dog Motorcycles.
Air cleaner: Big Dog Motorcycles.
Pipes: Big Dog Motorcycles.

TRANSMISSION
Year/make: Big Dog Motorcycles, RSD
Shifting: 6-speed

PAINTING
Painter: Big Dog Motorcycles.
Color: pick one
Type: PPG

FRAME
Year/make: 2005 Big Dog Motorcycles.
Type: A-frame swingarm
Rake: 37 degrees
Stretch: 3 in the trees
Shocks: hidden

ACCESSORIES
Handlebars: Big Dog Motorcycles.
Handlebar controls: Big Dog Motorcycles.
Foot controls: Big Dog Motorcycles.
Fenders: Big Dog Motorcycles.
Headlight: one
Taillight: LED
Speedo: LED
Pegs: Big Dog Motorcycles.
Gas tank: 1-piece
Oil tank: Big Dog Motorcycles.
Seat: Big Dog Motorcycles.
Mirrors: two
Grips: Big Dog Motorcycles.

FRONT END
Type: 41mm telescopic
Builder: Big Dog Motorcycles.

WHEELS
Make: Big Dog Motorcycles.
Size: 90 x 21 frt; 250/40 x 18 rr
Tires: included
Brakes: Performance Machine 4-piston
Photos: Michael Lichter

ComingAtYa

Easyriders (No. 389) is packed with custom bikes by Brian Klock, Matt Hotch, Wicked Choppers and Independent Cycle. PLUS you could win a custom Eddie Trotta chopper by watching *Easyriders TV* on the SPEED Channel.

This is our Sturgis Special and you can bet that if it happened this year in the Black Hills, you'll find it in *Easyriders.* We'll also bring you your first glimpse of Harley's new 2006 models and over in the tech shed we'll take you to Accurate Engineering, show off Custom Chrome's latest bike kits and bring you Part 3 of our J&P Cycles Build-A-Bike. Pay attention, 'cause you could win your dream bike. AND on the newsstands there's a 32-page outsert of "Sturgis Memories." *On sale October 4th.*

The October issue of *V-Twin* (No.54) serves up a feast of cool custom bikes from such fine builders as Kim Suter, Chip Miyler, Jerry Covington, Brian Klock and more. In all, you'll find 10 tempting scooters for your perusal. We'll also take you to the Orange County Choppers Auction to support our troops, go behind the scenes at Proper Chopper, Saxon Motorcycles and meet the folks who make Lucas Oil. You'll also meet master bike builder Jim Nasi, ride with us to Laconia Bike Week and check in with our Long Hauler project. PLUS, read our exclusive interview with Billy Lane. This and more awaits you in the next *V-Twin*! *On sale September 13th.*

The raisin-praisin' November issue of *Biker* is bringin' ya Alicia Lynn's itty bitty pierced titties right alongside a boss 1961 panhead. Along with the finest events that our perverts can provide. *On sale now!*

December's *In The Wind* will feature a lean hottie, Theresa, on the Detroit Bros.' Green Demon; the 15-year celebration of the *Easyriders* Streamliner's LSR run and Rolling Thunder 18. Our outsert is Easyriders Roadware catalog (newsstands only). *On sale August 30.*

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